

MASON'S



Hongkong Daily Press.

ESTABLISHED 1857

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WHEN THE
S. O. S. SIGNAL
is sent out by a ship in distress,
it is received by an expert wireless
operator. And so it is when
YOUR EYES SIGNAL THEIR DISTRESS
from weakness or strain, you are
able to read the signal unless
you go to an expert optician.
Get advice from
N. LAZARUS,
Optician,
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No. 19,826. 號六廿百六千九萬一第 日三十月三年酉辛 HONGKONG, SATURDAY, APRIL 30TH, 1921. 六拜禮 號十三月四年十國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS JUST LANDED

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TIME-TABLE.

West Side

7.00 a.m.	to 8.00 a.m.	every 15 minutes
8.00	"	"
9.00	"	"
10.00	"	"
11.00	"	"
12.00 noon	"	"
1.00 p.m.	"	"
2.00	"	"
3.00	"	"
4.00	"	"
5.00	"	"

Near Cable

5.30 p.m.	to 9.00 p.m.	every 15 minutes
9.00	"	"
10.00	"	"
11.00	"	"
12.00 noon	"	"
1.00 p.m.	"	"
2.00	"	"
3.00	"	"
4.00	"	"
5.00	"	"

Sundays

7.30 a.m.	to 10.30 a.m.	every 15 minutes
10.30	"	"
11.30	"	"
12.30 noon	"	"
1.00 p.m.	"	"
2.00	"	"
3.00	"	"
4.00	"	"
5.00	"	"

Extra Car—12 midnight.

As on Week Days.

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Building,
On Victor Road.
Seater and punch tickets available for
all cars, not already full, running at the
same rates as the Company's time-table.
A special car can be obtained on
application at the Company's Office. No
seater tickets will be issued until payment
of the fare has been made in Cash, Notes or
Cheque or by Credit Order.

KOWLOON-CANTON RAILWAY.

On and after MONDAY, JANUARY 24th, 1921, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS												
Station	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25
	Local	Local	Through	Through	Through	Through	Through	Through	Through	Through	Through	Through
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
TON (Shi Tan) dep.			8.00		8.45		8.25		8.25			
LUKING	dep.		8.11		12.30		8.35		8.35			
Chau	dep.		8.18		12.45		8.40		8.40			
Chau	arr.		11.07		5.30		6.40		6.40			
Shen Chai	dep.		7.54		8.07		11.49		11.49		8.00	8.04
Shen Chai	arr.		11.13		5.27		6.37		6.37		7.46	7.50
Shen Chai	dep.		7.59		8.18		11.54		11.54		8.06	8.10
Shen Chai	arr.		7.45		8.29		12.03		12.03		8.21	8.25
Shen Chai	dep.		7.46		8.08		11.58		11.58		8.19	8.23
Shen Chai	arr.		7.40		8.01		11.53		11.53		8.17	8.21
Shen Chai	dep.		7.43		8.04		11.56		11.56		8.20	8.24
Shen Chai	arr.		7.37		7.57		11.47		11.47		8.15	8.19
Shen Chai	dep.		7.41		8.02		11.51		11.51		8.18	8.22
Shen Chai	arr.		7.35		7.50		11.41		11.41		8.13	8.17
Shen Chai	dep.		7.38		7.53		11.44		11.44		8.16	8.20
Shen Chai	arr.		7.32		7.47		11.36		11.36		8.10	8.14
UP TRAINS												
No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26
Local	Local	Through	Through	Through	Mixed 3rd	Class	Local	Local	Through	Through	Through	Through
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
Shen Chai	dep.		7.53		8.05		8.15		10.15		11.05	11.15
Shen Chai	arr.		7.47		8.25		8.40		10.25		11.20	11.30
Shen Chai	dep.		8.02		8.18		8.25		10.35		11.30	11.40
Shen Chai	arr.		7.56		8.38		8.50		10.45		11.40	11.50
Shen Chai	dep.		8.07		8.23		8.30		10.40		11.35	11.45
Shen Chai	arr.		7.51		8.51		9.00		10.50		11.45	11.55
Shen Chai	dep.		8.12		8.28		8.35		10.45		11.40	11.50
Shen Chai	arr.		8.06		8.66		8.75		10.55		11.50	12.00
Shen Chai	dep.		8.17		8.33		8.40		10.50		11.45	11.55
Shen Chai	arr.		8.11		8.81		8.90		11.00		11.55	12.05
Shen Chai	dep.		8.22		8.38		8.45		10.55		11.50	12.00
Shen Chai	arr.		8.16		8.96		9.05		11.05		12.00	12.10
Shen Chai	dep.		8.27		8.43		8.50		11.00		11.55	12.05
Shen Chai	arr.		8.21		9.01		9.10		11.10		12.05	12.15
Shen Chai	dep.		8.28		8.44		8.51		11.05		11.50	12.00
Shen Chai	arr.		8.22		9.04		9.13		11.15		12.10	12.20
Shen Chai	dep.		8.33		8.49		8.56		11.10		11.55	12.05
Shen Chai	arr.		8.27		9.09		9.18		11.20		12.15	12.25
Shen Chai	dep.		8.38		8.54		9.01		11.15		11.50	12.00
Shen Chai	arr.		8.32		9.14		9.23		11.25		12.20	12.30
Shen Chai	dep.		8.43		8.59		9.06		11.20		11.55	12.05
Shen Chai	arr.		8.37		9.19		9.28		11.30		12.25	12.35
Shen Chai	dep.		8.48		9.04		9.11		11.25		11.50	12.00
Shen Chai	arr.		8.42		9.24		9.33		11.35		12.30	12.40
Shen Chai	dep.		8.53		9.09		9.16		11.30		11.55	12.05
Shen Chai	arr.		8.47		9.29		9.38		11.40		12.35	12.45
Shen Chai	dep.		9.03		9.19		9.26		11.35		11.50	12.00
Shen Chai	arr.		8.57		9.39		9.48		11.45		12.40	12.50
Shen Chai	dep.		9.08		9.24		9.31		11.40		11.55	12.05
Shen Chai	arr.		9.02		9.44		9.53		11.50		12.45	12.55
Shen Chai	dep.		9.13		9.29		9.36		11.45		11.50	12.00
Shen Chai	arr.		9.07		9.49		9.58		11.55		12.50	13.00
Shen Chai	dep.		9.18		9.34		9.41		11.50		11.55	12.05
Shen Chai	arr.		9.12		9.54		10.03		12.00		13.00	13.10
Shen Chai	dep.		9.23		9.39		9.46		11.55		11.50	12.00
Shen Chai	arr.		9.17		9.59		10.08		12.05		13.05	13.15
Shen Chai	dep.		9.28		9.44		9.51		12.00		11.55	12.05
Shen Chai	arr.		9.22		10.04		10.13		12.10		13.10	13.20
Shen Chai	dep.		9.33		9.49		9.56		12.05		11.50	12.00
Shen Chai	arr.		9.27		10.09		10.18		12.15		13.15	13.25
Shen Chai	dep.		9.38		9.54		10.01		12.10		11.55	12.05
Shen Chai	arr.		9.32		10.14		10.23		12.20		13.20	13.30
Shen Chai	dep.		9.43		9.59		10.06		12.15		11.50	12.00
Shen Chai	arr.		9.37		10.19		10.28		12.25		13.25	13.35
Shen Chai	dep.		9.48		9.64		10.11		12.20		11.55	12.05
Shen Chai	arr.		9.42		10.24		10.33		12.30		13.30	13.40
Shen Chai	dep.		9.53		9.69		10.14		12.25		11.50	12.00
Shen Chai	arr.		9.47		10.29		10.38		12.35		13.35	13.45
Shen Chai	dep.		9.58		9.74		10.17		12.30		11.55	12.05
Shen Chai	arr.		9.52		10.39		10.48		12.40		13.40	13.50
Shen Chai	dep.		10.03		9.79		10.20		12.35		11.50	12.00
Shen Chai	arr.		9.57		10.39		10.49		12.45		13.45	13.55
Shen Chai	dep.		10.08		9.84		10.23		12.40		11.55	12.05
Shen Chai	arr.		10.02		10.44		10.53		12.50		13.50	14.00
Shen Chai	dep.		10.13		9.89		10.26		12.45		11.50	12.00
Shen Chai	arr.		10.07		10.49		10.58		12.55		13.55	14.05
Shen Chai	dep.		10.18		9.94		10.29		12.50		11.55	12.05
Shen Chai	arr.		10.12		10.54		11.03		13.00		14.00	14.10
Shen Chai	dep.		10.23		9.99		10.32		12.55		11.50	12.00
Shen Chai	arr.		10.17		10.59		11.08		13.05		14.05	14.15
Shen Chai	dep.		10.28		10.04		10.35		13.00		11.55	12.05
Shen Chai	arr.		10.22		10.64		11.13		13.10		14.10	14.20
Shen Chai	dep.		10.33		10.09		10.38		13.05		11.50	12.00
Shen Chai	arr.		10.27		10.69		11.18		13.15		14.15	14.25
Shen Chai	dep.		10.38		10.14		10.41		13.10		11.55	12.05
Shen Chai	arr.		10.32		10.74		11.23		13.20		14.20	14.30
Shen Chai	dep.		10.43		10.19		10.44		13.15		11.50	12.00
Shen Chai	arr.		10.37		10.79		11.28		13.25		14.25	14.35
Shen Chai	dep.		10.48		10.24		10.47		13.20		11.55	12.05
Shen Chai	arr.		10.42		10.84		11.33		13.30		14.30	14.40
Shen Chai	dep.		10.53		10.29		10.50		13.25		11.50	12.00
Shen Chai	arr.		10.47		10.89		11.38		13.35		14.35	14.45
Shen Chai	dep.		10.58		10.34		10.53		13.30		11.55	12.05
Shen Chai	arr.		10.52		10.94		11.43		13.40		14.40	14.50
Shen Chai	dep.		11.03		10.39		10.56		13.35		11.50	12.00
Shen Chai	arr.		10.57		10.99		11.48		13.45		14.45	14.55
Shen Chai	dep.		11.08		10.44		10.59		13.40		11.55	12.05
Shen Chai	arr.		11.02		11.04		11.53		13.50		14.50	15.00
Shen Chai	dep.		11.13		10.49		11.02		13.45		11.50	12.00
Shen Chai	arr.		11.07		11.09		11.58		13.55		14.55	15.05
Shen Chai	dep.		11.18		10.54		11.07		13.50		11.55	12.05
Shen Chai	arr.		11.12		11.14		12.03		14.00		15.00	15.10
Shen Chai	dep.		11.23		10.59		11.12		13.55		11.50	12.00
Shen Chai	arr.		11.17		11.19		12.08		14.05		15.05	15.15
Shen Chai	dep.		11.28		10.64		11.15		14.00		11.55	12.05
Shen Chai	arr.		11.22		11.24		12.13		14.10		15.10	15.20
Shen Chai	dep.		11.33		10.69		11.20		14.05		11.50	12.00
Shen Chai	arr.		11.27		11.29		12.18		14.15		15.15	15.25
Shen Chai	dep.		11.38		10.74		11.25		14.10		11.55	12.05
Shen Chai	arr.		11.32		11.34		12.23		14.20		15.20	15.30
Shen Chai	dep.		11.43		10.79		11.30		14.15		11.50	12.00
Shen Chai	arr.		11.37		11.39		12.28		14.25		15.25	15.35
Shen Chai	dep.		11.48		10.84		11.35		14.10		11.55	12.05
Shen Chai	arr.		11.42		11.44		12.33		14.30		15.30	15.40
Shen Chai	dep.		11.53		10.89		11.40		14.15		11.50	12.00
Shen Chai	arr.		11.47		11.49		12.38		14.35		15.35	15.45
Shen Chai	dep.		11.58		10.94		11.45		14.10		11.55	12.05
Shen Chai	arr.		11.52		11.54		12.43		14.40		15.40	15.50
Shen Chai	dep.		12.03		10.99		11.50		14.35		11.50	12.00
Shen Chai	arr.		11.57		11.59		12.48		14.45		15.45	15.55
Shen Chai	dep.		12.08		11.04		11.55		14.30		11.55	12.05
Shen Chai	arr.		12.02		12.04		12.53		14.50		15.50	16.00
Shen Chai	dep.		12.13		11.09		12.00		14.45		11.50	12.00
Shen Chai	arr.		12.07		12.09		13.00		14.55		15.55	16.05
Shen Chai	dep.		12.18		11.14		12.05		14.40		11.55	12.05
Shen Chai	arr.		12.12		12.14		13.05</					

THORNYCROFT

JOHN I. THORNYCROFT & CO., LIMITED,
SHIPBUILDERS AND ENGINEERS,
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Knee Length and Ankle Length.

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MADAME LOTTIE GORDON'S AFTERNOON CONCERT

CITY HALL.

THURSDAY, MAY 12th, at 5.30.

The most brilliant Vocalists in the Colony will appear,
including the young Spanish Singer, Miss AMPARA ROSELLO.

Tickets at MOUTRIE'S and ANDERSON'S.

FOR SALE.

MARINE ENGINES

Two 600 H.P. SUMNER MARINE ENGINES
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These Engines are now as received from the Factory and complete, including propellers and spares. Delivery to be taken at Manila, P.I.

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SCOTTISH SPORT.

WATSONIANS THE CLUB CHAMPIONS.

ENGLISH LEAGUE DEFEATS THE SCOTTISH.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, March 18th.
The victory of Watsonians in their match with Edinburgh Academicals assures them of the Club Championship, for although they have still Jedforest to meet they cannot now be refused the first place. Their position, also, was made secure by the recent defeats sustained by Stewart's College F.P.'s and Glasgow High School F.P.'s. It is pretty generally acknowledged that the Championship has been worthily won; the Watsonians were the best and most consistent side in Scotland. Twice in the earlier part of the season they suffered defeat, but since the present team has represented the club they have won all their matches, and have reversed the first results with Stewart's and Edinburgh Academicals, both of whom lowered their colours in the back of the year. In the West there was a lingering hope that Glasgow High School might threaten the position, but they went down before Glasgow Academicals, and then to Heriot's.

In the latest and deciding match there was some capital football. The Academical forwards played a hard game, and had nothing the worse of the exchanges with the Watsonians, but they were hardly so well served behind, and it was this advantage that turned the scale. Stewart's were unfortunate in having to meet Hawick without two of their best, and altogether the Borderers were the better lot. The defeat of Glasgow Academicals by Wanderers was sensational. In December the Wanderers were beaten at Anniesland by over 30 points, and now they reverse this by 8 points to 3.

Watsonians, 10; Edin. Academicals, 0.
Heriot's, 4; Glasgow H.S., F.P., 3.
Hawick, 9; Stewart's, 3.
Glas. Univ., 14; Kelvinside, 5.
Wanderers, 9; Glas. Academicals, 3.
R.H.S., F.P., 0; Institution, 0.
Jed Forest, 6; Melrose, 0.
Kelso, 8; Gala, 5.

SCOTTISH CLUB CHAMPIONSHIP.

	P.	W.	L.	D.
Watsonians	18	16	2	0
Hawick	24	20	4	0
Glas. H.S.	18	14	4	0
Stewart's	18	14	4	1
Jedforest	22	16	5	1
Heriot's	21	15	5	1
Edin. Academicals	19	12	5	2
Glas. Academicals	14	7	7	0
West of Scotland	14	7	7	0
Melrose	21	18	3	0
Kelso	18	8	9	1
R.H.S.	12	2	0	1
Glas. Univ.	18	9	10	3
Glas. Univ.	18	4	11	3
Wanderers	18	7	11	0
Hillhead H.S.	16	5	11	0
Kelvinside Acad.	16	5	11	0
Edin. Univ.	17	2	13	2
Gala	22	5	15	2
Institution	19	2	15	2

SCOTTISH SCHOOL RUGBY.

It must have been a sad party of George Watson's boys who quitted the playing pitch at Myreside 23 years ago defeated by Fettes College by some 30 points to nothing. The Fettesians on that occasion were captained by W. M. Duguid McCombie, now a D.S.O. and Colonel-in-Command of the Royal Scots Greys, who recently left Edinburgh for Palestine. Not since then until February have these schools met on the Rugby field; but the lapse of years has told its tale, on this occasion the result was reversed. This year Watson's have come to their own; they are the Scottish School Champions, and deservedly so. Accuracy of handling, and the speed of the back division, combined with the nippiness of A. H. Miller, were largely responsible for their victories. A. G. Taylor led a good pack of forwards; D. B. Bogle played well; and V. L. Shearer and R. A. McKury showed speed. The team was an evenly balanced one, a great factor in school Rugby.

Loretto, to run up, though not brilliant, put in a lot of good work. F. Robertson, the captain, is a useful winger; H. F. S. Fraser is resolute and a good touch-kicker; and N. L. MacDonald can stand knocking about. Fettes are the one side that have greatly improved since Christmas; since then they have occupied the role of spoilers. H. Waddell is a very promising stand-off half. Merchiston has had an up-and-down season. R. M. Neilson is a player of moods; and J. J. Mann led a pack of forwards, who, in accordance with the tradition of the school, were at times splendid in the open. Glenalmond and Edinburgh Academy were at the bottom of the table, the Academy having a bad run of luck all through.

The defeat of the Scottish League team in London occasioned no surprise in the North, where the chosen eleven was regarded as falling short of the standard of international football. On the other hand the English team was looked upon as a formidable side, and the fact that the Scots ran them to a goal is considered satisfactory. It was a tame exhibition all over; probably no match of the 25 played between the rivals produced football of so moderate a quality. This is to be regretted as the engagement is an important trial game for the big international with England. Not only did the new players fail to impress, but at least two who were looked upon as certain for the final eleven were thorough failures. Of course, there remains the great test of all before the match with England, the Anglo-Scots trial.

(Continued at foot of next column.)

VOYAGE ROUND THE WORLD. CONTINUING THE WORK OF THE "CHALLENGER."

It is nearly fifty years since the famous *Challenger* set off from Portsmouth on its three-and-a-half years' voyage round the world to investigate the physical condition and natural history of the ocean depths.

The result were of enormous value and importance, for no other scientific expedition has even collected such a mass of facts and revealed such a volume of useful knowledge.

But the time is now ripe for another scientific expedition, equipped with all the latest instruments and apparatus instruments, which, on account of their accuracy, would have astonished the scientists of the *Challenger*.

The British Association for the Advancement of Science is drawing up a scheme to place before the Government, but the expedition will not start this year owing to the heavy expenses the country has to meet in other directions.

The *Challenger* was a wooden warship that travelled partly by means to its sails, and partly by steam; but for the new expedition it is proposed to build a special ship, as, under modern conditions there is no vessel in the navy which would be suitable for an expedition of this kind.

VERY FAMOUS VOYAGE.

The ship will be fitted for ice-breaking, so that it can go into the icefields without fear of being made prisoner; and it will carry a full staff of experts in all branches of science who will study magnetic and electric phenomena, deep sea deposits and life, fisheries, sea-water erosion, and wireless. Many oceanic islands will be visited, and the new vessel will carry on the great work of the *Challenger* expedition.

Another famous voyage was that of the *Beagle*, the old wooden warship on which Charles Darwin travelled, and in accompanying which he gathered the bulk of the information that led him to formulate the theory of evolution by means of natural selection which has transformed the world's thinking.

It is curious to remember that Darwin nearly lost the appointment of naturalist on the *Beagle*. When he first applied for the post his father strongly opposed it, and only agreed on the earnest persuasion of Josiah Wedgwood, Darwin's uncle.

Captain Fitzroy was in charge of the expedition, and Darwin says: "On becoming very intimate with Fitzroy I heard that I had run a very narrow risk of being rejected on account of the shape of my nose. He was an ardent disciple of Lavator, and was convinced that he could judge of a man's character by the outline of his features; and he doubted whether anyone with my nose could possess sufficient energy and determination for the voyage. But I think he was afterwards well satisfied that nose had spoken falsely."

"WANTED—A SECOND DARWIN."

Darwin, later in life, said that the voyage of the *Beagle* had been by far the most important event in his life, and had determined his whole career; yet it depended upon so small a circumstance as the shape of his nose!

Will the new voyage of investigation produce a second Charles Darwin to stir up the world's thinking? And will the results be as enormous as were those of the *Challenger* expedition? If so, the three voyages, all just within a century, will form a wonderful trilogy.

"AS USED IN THE HOUSE OF COMMONS."

An amusing story was told by Mr. Byron Brennan at the Royal Colonial Institute lecture on Southern Chinese trade. He was relating the difficulties encountered years ago with the falsification of trade marks, and explained that in China they made a fearful decoction called "whisky," which they sold at eightpence a bottle.

The "manufacturers" then attached whatever well-known label they liked, but the purchaser would always be sure that he was getting the bottom of the bottle was another tiny label announcing "as used in the House of Commons."

LEAGUE GAMES.

The event of the week in the League was the defeat of Celtic by Ayr United, a result which extinguishes Celtic's chance of the League Championship. Rangers have now relatively a lead of 8 points, and it is hopeless to expect Celtic with only 8 games to play to overtake their rivals. The League competition has, therefore, again had an uneventful run and an uninteresting finish. It is to be hoped that this new season will bring home to the officials the necessity for a change in the conditions of the competition for another season. Ayr United, it may be remarked, in scoring three times against Celtic accomplished what no other club has done this season.

SCOTTISH CUP.

Undecided Fourth Round Tie.
Partick Thistle, 3; Motherwell, 1.
Thistle thus enters the semi-final.

LEAGUE INTERNATIONAL.

England, 1; Scotland, 0.

SCOTTISH LEAGUE.

Rangers, 7; Ayr United, 2.
Airdrie, 5; Aberdeen, 2.
Celtic, 2; Dundee, 0.
Clyde, 3; St. Mirren, 1.
Glydebank, 3; Morton, 1.
Dumbarton, 1; Hibernians, 0.
Falkirk, 1; Motherwell, 0.
Hamilton, 0; Raith Rovers, 0.
Hearts, 2; Airdrie, 1.
Ayr, 3; Celtic, 1.
Aldion Rovers, 2; Queen's Park, 1.
Dundee, 3; Partick Thistle, 0.
Aberdeen, 1; Kilmarnock, 1.

THE LATE MR. J. H. DE REUS.

HIS CONSULAR CAREER.

The late Mr. J. H. de Reus, the Consul-General for the Netherlands, at Shanghai, who died very unexpectedly last week from a heart attack, had had a career of some distinction in the Consular Service of his country. He was born, the *N.Y. Daily News* says, at Dordrecht in 1860, and after his education at the Public Commercial School in Rotterdam, where he passed his final examination in 1883, he attended the Commercial High School in Antwerp, subsequently entering the Consular Service. As was customary in those days, consular students were required to obtain practical experience in some large commercial institution, so that it was not until 1890 that Mr. de Reus obtained his first official appointment, which was at Buenos Aires. After spending some time there, he returned to Holland, went to the Foreign Office, and was then appointed to Constantinople. His next position was at Hamburg, and thence he journeyed to the Far East—to Yokohama, in 1897. He acted as Consul there, and in a similar capacity at Kobe, until 1899, in which year he was despatched on a special mission to central Russia. In 1901, he was appointed *charge d'affaires* in Venezuela, and three years later became Minister resident for Venezuela, Columbia and Panama. A break in diplomatic relations between Holland and Venezuela brought about his return to Holland in 1905, and in that year he was appointed to Hongkong as Consul-General for South China.

Mr. de Reus went to Shanghai in 1915 and remained there until the time of his death, with the exception of one period of leave in 1919. Prior to his return from Holland in August of last year, he was decorated with the order of the Netherlands Lion and was also made an officer of the Orange Nassau Order. He had many distinctions conferred upon him by other countries in recognition of his very able services. His loss is greatly regretted by the Netherlands community in Shanghai, by whom he was greatly esteemed as a friend and an official.

His interest in the business of the community was keen and practical, and among the many enterprises to his credit is that of being one of the founders of the Java-China-Japan steamship line, whilst he was also very practically concerned in the development of the Dutch East Indies. Mr. de Reus was 55 years of age.

There is no doubt, says our contemporary, that Mr. de Reus was deeply affected by the death of his only daughter, 12 years of age, which occurred but a few weeks ago; and since then, though continuing to attend formally to the duties of his office, his keenness and interest in things gradually waned.

LABOUR PREMIER'S ANECDOTES.

WORKING-CLASS IDEALS.

The Hon. John Storey, Premier of New South Wales, was the guest of the Royal Colonial Institute at luncheon at the Grosvenor Hall, on March 17th. Sir Godfrey Lagden, chairman of the Council, presided.

Mr. Storey, in replying to the toast of his health, said that he was under doctor's orders not to make speeches, and asked indulgence on that ground. He felt that afternoon somewhat like the first Labour Government in New South Wales did when they first met at dinner in Government House, Sydney. They were invited to take their wives with them, and had never been to such a function before. All the ladies were sitting round with their husbands, each one watching the other just to see what they were going to do—a little bit anxious as to whether they made a slip. Lord Chelmsford was Governor at the time, and among the members of the Ministry was a Staffordshire man. The position became still more embarrassing when the latter began to laugh most heartily. Lord Chelmsford said to him: "What are you laughing at?" "Well," replied the Staffordshire man, "I was just wondering what my dear old mother would say if she could only see me now."

"And so, if I may apply it to myself," said the speaker, "I am wondering what my dear old mother would think if she could see me now. One day I have an audience of the King and in a few days' time I have to lunch with the Prince. I am honoured, because we do not accept commands from Royalty in Australia. (Laughter.) We are Social Anarchists. When the Prince of Wales was sitting beside me in New South Wales, I said to him: 'I want you to understand that you have to be very careful what you do and say to me, because I am the head of an Anarchist party.' The Prince said: 'Oh! Lord! Then I hope I shall meet some more anarchists soon.' (Laughter.)"

We were sent into Parliament (Mr. Storey went on) as a protest against an order of society which we considered to be wrong. We believed the working classes in Australia were not getting a fair reward for their labour. Ever since then it has been the aim of the Labour Party, speaking generally, to obtain whatever concessions they sought by constitutional means. Addressing members of Parliament yesterday, I said it was useless to talk of turning over society in one day, that evolution was the sound and proper way of obtaining reforms—if they were going to be of a lasting character. Concessions obtained by bloodshed have to be retained by bloodshed. Reforms should be obtained through the ballot-box by the will of the people. Our Labour Party believes in science and knowledge, education, refinement, and the possibility of the working classes enjoying some of these accomplishments. And whatever its views with regard to certain things there is no doubt as to how it stands from the standpoint of Empire. (Cheers.)

SEAMAN'S EXPERIENCE OF KOWLOON.

ALWAYS GOES THERE ARMED.

Before Mr. R. E. Lindsell, at the Magistracy, yesterday, Antony Opinatis, seaman, of s.s. *Montague*, was charged with being drunk and incapable in Connaught Road Central on Thursday night, and with having had in his possession a loaded revolver.

The defendant admitted having been drunk but declared he could not say whether or not he was incapable. With regard to the revolver, he said: "I suppose if the police say I had it, I must have it, although I do not remember having it. I identify the gun as my property all right, but cannot remember bringing it ashore."

The Magistrate: Why do you carry a revolver?

Defendant: I had intended to go to Kowloon, and as a matter of fact did go there by launch to meet a party. When I was in Kowloon seven years ago, I met with an "accident," and I have carried firearms since for self-protection. I don't remember anything after I got intoxicated. I will admit that there is no excuse for me or any civilised person.

Inspector Moore, who prosecuted, said that the revolver was loaded in four chambers. The other two contained empty cartridges.

The defendant said that he had discharged one of the bullets on board the ship.

The Inspector added that as the result of a telephone message, Sergeant Stimson was sent to Connaught Road at 10 p.m. The defendant was found asleep under the verandah of a house opposite the Yaumatei Ferry Wharf. A detective sergeant who had arrived on the scene before Sergeant Stimson, had relieved the defendant of the revolver. The Inspector said that he took a serious view of the case as in his state the defendant might have shot at and injured someone. He asked for a heavy penalty as a warning to other ship's people not to bring firearms ashore.

The Magistrate imposed a fine of \$3 on the first charge and \$200 or two months' on the other. The revolver was confiscated.

THE SHIPPING POSITION.

SEAMEN PROTESTING AGAINST RATE REDUCTION.

The National Marine Board, which is similar to the Whitley National Council, minus Government representation, was to hold a round table conference on March 17th to consider the shipowners' flat rate reductions on the ground that the flat rate was risk bonus, imposed in 1917, has since been merged in the regular wages, and also the disproportionate overtime increases, and later, the increases to the officers and engineers. On the contrary, the seamen point out that the proposed reduction exceeds the war risk bonus, and they protest against the arbitrary proportions of the reductions.

Sir Havelock Wilson was threat to resign owing to the interminable complaints, but it was expected that he would overcome the personal attacks and take a leading part in the negotiations.

SAIGON RICE MARKET.

The Compagnie de Commerce & de Navigation d'Extrême Orient, in their report dated Saigon, April 18th, state:—

Our market is quiet, but prices have slightly advanced, though the paddy has remained unchanged. This advance is due largely to the rate of exchange and also to the cost of milling, which has considerably increased owing to the large number of contracts already made for May delivery.

The total amount of rice exported from January 1st to April 11th is 325,890 tons against 324,988 tons in 1920.

We quote to-day:—White Saigon Rice, No. 2 sifed, Japan quality, Hongkong, \$4.65 per picul, f.o.b. Saigon for May shipment.

KRYPTOK LENSES

are the most perfect double focus glasses for both reading and distant. In the ordinary bifocal lens, the segment or part for reading is cemented to the distant lens, raising the segment above the surface of the main lens. The segment and the line of union are always more or less noticeable. In Kryptok lens, no cement is used, but the reading segment is electrically fused in a depression in the main lens, while the whole lens is ground smooth on both sides to the desired focus. Kryptok lenses of any prescription in either regular or Toric form are manufactured by the Hongkong Optical Co., successors to Clark & Co. Optical Prescription Specialists, located in 53, Queen's Road Central. Any.

CORRESPONDENCE.

CHEUNG CHAU FERRY.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—A more intimate acquaintance with the local M. S. Ordinance would probably have made "Roderick Random" aware that the reason vessels of over 50 tons are required to carry certificated Master and Engineers is, as far as possible, to safeguard the lives of the passengers against the risks (by no means hypothetical) of piracy, shipwreck, boiler explosions, etc.

From a financial point of view it is debatable whether a vessel larger than the present ferry launch, though run at a greater cost, would not, *ceteris paribus*, be a better investment; at any rate for the passengers.

I submit, therefore, that the Government's claim to "foresight" is not so doubtful as "Roderick Random" would have us believe.—Yours faithfully,

"PROPELLER."

Hongkong, April 29th, 1921.

"Roderick Random" was in no doubt as to the object of the regulation though he questioned the necessity for the regulation. We are glad to find our correspondent shares the view that a bigger vessel than the present Cheung-chau ferry launch would be a better investment—at any rate for the passengers. Does he seriously contend that all the risks to which he refers, including even that of piracy, would be appreciably increased if the present limit of 50 tons were raised under existing conditions to, say, 80 tons in the waters of the Colony?—Ed., H.D.P.

"THINKING ALIKE?"

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—In the perusal of "Roderick Random's" reflections in your issue of yesterday's date I met with some surprise the following words: "the creation of a competent board of administration in Peking consisting of foreigners and Chinese with a trained foreign administrator at its head." I say "with some surprise" because the idea contained in those words has a partial resemblance to the central idea in the first part of an essay which I am writing under the proposed title of "Judicious Policy for China."

About two weeks ago, when I was having a friendly chat with a local solicitor I asked him what he thought of that very idea, or scheme in the first part of my essay. Near the beginning of it—I mean of the essay—there appears this sentence which is the first in a separate paragraph: "The subject-matter, or rather the central ideas, discussed under the two headings of this essay are fresh, perhaps, to almost all readers, for I have never heard nor read anything about them except what I have here written and read to myself.—Yours, etc.,

SIDNEY EDWARDS.

29th April, 1921.

"BABY CARRIED OFF BY EAGLE?"

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—I note your interrogation mark after the above headline, and would like to emphasise it, my boyhood having been spent

"Where Gaudie rins, At the foot O' Henachie."

Minor inaccuracies, perhaps, prejudice one as to the main point, but Beauchie as not the highest mountain in the district, the Top o' Noth excelling it by a couple of hundred feet. Neither has it a point called the "Mither Top," the right word is "Nether."

This modest elevation, some 1,000 feet only, stands close above the lowland plain; it is a favourite resort for picnic parties, but as for eagles!!!

The disappearance of a small child among the moors and moorlands is, unfortunately, all too possible. Do I not remember a holiday from school one Monday to help search parties hunting for the missing parish minister, who seemed to have fled in some temporary aberration from his Sunday duties!

But there are roads and cart tracks in plenty over those banks and braes, and one finds it hard to believe that the eagle ever haunts the region.

Up in Aberdeenshire we used to get a fair amount of fun out of down-country journalism and its ignorance of our barbarian land and habits. It was a weekly of high standing, *e.g.*, which illustrated a scene in Aberdeenshire with all the male population in kilts.

We natives know—80 years ago—that the kilt is usually the mark of the Sassenach tourist.—Yours faithfully,

J. K. M.

April 29th, 1921.

H.E. THE GOVERNOR.

RECEPTION AT TIENTSIN AND PEKING.

H.E. Sir Reginald Stubbs, the Governor of Hongkong, arrived at Tientsin, on April 19th, and stayed at the British Consulate-General. His Excellency came by the s.s. *Shantung*, and was met on board by H.B.M.'s Consul-General, Mr. W. P. Ker, C.M.G., Mr. H. F. Handley-Derry, H.B.M.'s Vice-Consul, Major Brooke, D.S.O., Chief of Staff, British Army Headquarters, Tientsin, Col. Ting (representing General Yang-Lieh), Mr. Hollington Teng and others. Detachments of British and Chinese troops formed the guard of honour and were inspected by His Excellency after he had disembarked.

H.E. the Governor of Hongkong on arrival at Peking from Weihaiwei on April 21st was received at the station by Sir Beilby Aiston, H.M. Minister, with a party of officials from the British Legation and a guard of honour drawn from the Legation Guard.

FRENCH ADMIRAL'S VISIT.

OFFICIAL LANDING AT BLAKE PIER.

Rear-Admiral Thomines, Commander-in-Chief of the French Far Eastern Squadron, who arrived in Hongkong on the *Montcalm*, on Thursday evening, made his official landing yesterday morning, though he had been ashore, unofficially, over-night.

A guard of honour from the 2nd Batt., Wiltshire Regt., under the command of Lieut. Pritchard, was drawn up at Blake Pier, and the Rear-Admiral was received by Lieut. Hammond, A.D.C. to H.E. the Officer Administering the Government. The Admiral called at Government House and visited the Commodore, returning to the *Montcalm* later in the morning.

Rear-Admiral Thomines is expected to stay at the port for about a week; and it is probable that the French community will pay him the compliment of entertaining him at a public function.

THE OPIUM QUESTION.

ACTION OF LEAGUE OF NATIONS.

The General Secretary of the International Anti-Opium Association, Peking, has received the following letter from Sir Eric Drummond, Secretary-General of the League of Nations:—

"In reply to your letter of January 18th, I have to inform you that the Council of the League of Nations at its sitting on February 21st, 1921, appointed an Advisory Committee on the Opium Traffic question, comprised of one official representative of each of the following eight countries; viz.:—

"Holland, Great Britain, France, India, Japan, China, Siam and Portugal. In addition, the Council appointed three unofficial assessors to the Committee—Sir John Jordan, M. Henri Brenier and Mrs. Hamilton Wright.

"The first meeting of the Committee is expected to take place at the beginning of May."

A BOGUS COLLECTOR.

STUDENT SENT TO PRISON.

At the Magistracy, before Mr. B. E. Lindsell, yesterday, a Chinese student named George Yeung Kai Young, living at 52, Caine Road, was charged with obtaining \$1,500 from Mr. Maurice J. B. Montargis, Manager of the Banque Industrielle de Chine, by representing himself to be an authorised subscription canvasser for the new Canton Chinese Y.M.C.A., and with attempting to obtain by the same device from M. Montargis a subscription said to have been intended for the local Chinese Y.M.C.A.

Mr. A. E. Hall defended. Inspector Appleton said the allegation of the prosecution was that the defendant interviewed M. Montargis at the Bank on March 5th, representing himself to be a canvasser for subscriptions in aid of the Kwangtung Y.M.C.A. He produced a subscription list on which were recorded subscriptions supposed to have been made by other banks, and invited M. Montargis to contribute to the fund. One bank was shown on the list as having subscribed \$2,500, and several others \$1,500 each.

M. Montargis gave the accused \$1,500 as his bank's contribution to what appeared to him to be a genuine and deserving cause. Later, the accused again interviewed M. Montargis, this time to raise funds for the Hongkong Chinese Y.M.C.A. M. Montargis, who had made inquiries in the meantime, communicated with the police and had the accused arrested.

Mr. Hall made a plea that the defendant was of weak mentality, and was not entirely responsible for his actions. His father had undertaken to return the \$1,500 to the Bank and would look after the youth very closely in future. On these grounds, Mr. Hall appealed for a lenient sentence.

A sentence of four weeks' imprisonment was imposed.

AN ANOPHELINE TRAGEDY.

An anopheles mosquito was a flitting in the shade Where some stagnant pools were standing in a little sylvan glade; He was very well-connected, rather handsome was he called, And he answered to the name of Maximilian Archibald.

[At least his friends so called him; but his Ma, in loving way, Would dub him 'Myzorhynchus Pseudopictus,' so they say; It really doesn't matter how you name him—not a bit— Provided you remember he was absolutely "it"]

Now Maximilian Archibald he had a roving eye, And he saw a Fasciata that was idly passing by. He started to address her, for I grieve to say he used To speak to lady 'squitters when he'd not been introduced.

The lady (Have I mentioned Araminta was her name?) Had lived a hundred yards away and knew not of his fame; But she thought him rather handsome and they got on very well 'Till a gentlemanly Culex came and buzzed around the dell.

Araminta promptly noticed how finely built was he, While Mister Maximilian was as slender as could be: She reckoned as a husband he was much to be preferred, So Maximilian Archy was presented with the "bird."

But Archy's heart with courage was indisputably stored (He once had stung a member of the Sanitary Board): He fell into a passion right away, and, seeing red, He lit out for that Culex and he killed him very dead.

The fickle Araminta—as the female always will—Admired this exhibition of his brutal martial skill. A marriage was arranged at once, and later, with much glee, She presented Maximilian with a healthy family.

She kept them in their nursery, the surface of a pool— Where all good small mosquitoes thrive and prosper, as a rule. But one sad day a horrid man intruded on the scene, And went and muzzled the water up with nasty kerosene.

The infants promptly perished underneath this brutal blow, And Araminta pined away and "hopped the twig" with woe. While Maximilian, when he found he'd lost his winsome bride, He stung the M.O.H. and then committed suicide.

Moral.

The moral of this story is as plain as plain can be. Although they're very trying to the likes of you and me, I think (tho' I've not been one so, of course, I may be wrong) It's not all beer and skittles for Mosquitoes in Hongkong.

E. W. H.

INSTITUTION OF ENGINEERS AND SHIPBUILDERS.

THIRTIETH ANNUAL MEETING.

CONTRIBUTIONS TO SOLDIERS' AND SAILORS' FUNDS.

The thirtieth annual general meeting of the Institution of Engineers and Shipbuilders of Hongkong was held at the rooms of the Institution last evening, Mr. W. Budge presiding.

The annual report, which has already been published, was adopted, on the proposition of the CHAIRMAN, seconded by Mr. J. McCUBBIN. In moving the resolution, the CHAIRMAN referred to the large increase—110—in membership, and on the satisfactory balance in hand. He also spoke with regret of the loss the Institution sustained on the departure from the Colony of several members.

The CHAIRMAN proposed that Mr. J. Reid, manager of Taikoo Dock, be elected President for the ensuing year. He referred to the absence, on home leave, of Mr. T. Neave, the President then in office, who, he said, had been a very diligent holder of the office. The Institution generally looked for a good deal of work from its Presidents.

Mr. J. ORMISTON seconded, and the motion was carried with acclamation.

Mr. REID, in responding, thanked the members for the honour and said he would do all in his power to promote the interests of the Institution and to work as hard as possible.—(Laughter).

Mr. W. Budge and Mr. J. Ormiston were elected Vice-Presidents, on the motion of Mr. J. McCUBBIN, seconded by Mr. W. J. STOKES.

Mr. B. L. FROST proposed that Mr. S. Baker be elected hon. secretary, and the proposal was very heartily received.

Mr. P. T. FARRELL who has held the office during Mr. Baker's absence on leave, seconded, and the motion was carried.

Mr. A. J. PILGRIM was elected hon. treasurer, on the motion of Mr. W. RUSSELL seconded by Mr. T. G. PATERSON. Mr. W. J. STOKES was elected hon. librarian. Mr. R. HUNTER moved this, and the CHAIRMAN seconded.

The auditors, Messrs. Lowe, Bingham & Matthews, were re-elected, on the proposition of the CHAIRMAN, seconded by Mr. P. T. FARRELL.

The result of the ballot for the Committee was announced as follows:—Messrs. P. T. Farrell, B. Hunter, J. McCubbin, B. L. Frost, S. Baker, W. Budge, J. Ormiston, T. G. Paterson, W. Russell, G. J. Harman, J. Tully, W. J. Stokes, A. Davidson and B. Hall. The scrutineers were thanked for their services.

An alteration of rules, passed at a special meeting, was confirmed.

A vote of thanks to the retiring President was passed, on the motion of the CHAIRMAN, seconded by Mr. McCUBBIN.

MODERNISING THE LIBRARY.

Mr. A. E. BENSON drew attention to the condition of the Library of the Institution. He suggested that the fiction side needed modernising, and, as the Association was in funds, he suggested that the matter be taken in hand.

The CHAIRMAN mentioned that Mr. B. L. Frost, who had been acting as librarian, had been ill for some months. Mr. J. ORMISTON said that Mr. Benson was justified in his remarks. Most of the fiction needed "scrapping,"—one could not get a book worth reading. He proposed that at least \$30 a month be spent on fiction for the library.

Mr. R. M. DYER seconded.

The CHAIRMAN said the motion was unnecessary as \$30 was spent already.

Mr. ORMISTON: Then make it \$35. The motion was amended accordingly.

Mr. FROST said that for several years it had been difficult to get modern books locally. Prior to his illness four or five works of fiction were added to the library each month, and Mr. Stokes was carrying on that policy now. Most members possessed their own technical books, so that the library was not in great demand for that kind of books. However, the rule had been relaxed making it possible for such books to be taken away and not merely consulted in the library. He agreed that greater expenditure was needed on fiction.

Mr. STOKES said the purchase of novels locally was a bad speculation. One did not get new books.

The motion was carried.

DISABLED SOLDIERS AND SAILORS.

The CHAIRMAN proposed that \$100 sterling be voted to St. Dunstan's Hostel for blinded sailors and soldiers and \$100 sterling to Earl Haig's fund. It devolved on them (he said) to "do a bit" for both funds. The soldiers and sailors had borne the brunt in the last few years and still needed help, poor fellows. He thought the Institution could do more this year and so he proposed the two contributions.

Mr. R. M. DYER seconded, and the motion was carried unanimously.

PRESENTATION OF BILLIARDS CUPS.

The Billiards Cups and prizes were then presented as follows:—

—PRESIDENT'S CUP FOR 1920.—1, (presented by T. Neave), J. Parkes; 2, (by B. L. Frost and H. Hunter), G. Grotz; break prize (by A. E. Henderson), W. Brown (break of 63).

—TROPHY FOR CHALLENGE CUP.—1, (presented by J. I. Thornycroft & Co.), J. G. Saunders; 2, (by Institute), J. Ormiston; break prize (by H. Smythe), J. Parkes (break of 31).

—FAR EAST OXYGEN AND ACETYLENE CO. CUPS.—1, R. Hunter; 2, B. L. Frost; break prize (by Institute), T. B. Golding (break of 77).

—HANDICAP COMPETITION.—1, (presented by J. M. Ramsay), W. Brown; 2, (by T. W. Robertson), J. B. Hamilton; break prize (by Institute), A. Silkstone (break of 30).

A vote of thanks to the CHAIRMAN proposed by the new President, Mr. J. Reid, concluded the proceedings.

SUMMER DRINKS.

STOWER'S LIME JUICE CORDIAL ... \$1.10 per bottle

" " UNWEETENED \$1.10 " "

CLOUDY LEMON SQUASH ... \$1.10 " "

CLARIFIED " " \$1.10 " "

LEMON JUICE SYRUP ... \$1.25 " "

ALL HIGHLY CONCENTRATED AND THEREFORE ECONOMICAL.

AMERICAN APPLJU,

WELCH'S GRAPE JUICE,

"PHEZ" LOGANBERRY JUICE,

BULMER'S HEREFORD CYDER,

PILSENER ENGLISH BEER, ETC.

LANE, CRAWFORD'S

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DECK AND ENGINE ROOM STORES OF ALL DESCRIPTION.
OILS, PAINTS AND VARNISH IMPORTERS.
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NAUGHTY WALTZ

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ETC., ETC.

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These goods are being offered at far below the replacement cost and are worth from \$8.75 to \$25.00 per pair.

SALE PRICE \$4.75 to \$12.75.

SEE WINDOW.

57

NEW ADVERTISEMENTS

APPRECIATION.

D. O. DE SILVA, Esq.,
Acting Re-licent Secretary,
THE SUN LIFE ASSURANCE COMPANY
OF CANADA.

RE-SSETTLEMENT OF E. J. NORONHA'S
CLAIM.

Dear Sir,
We have to acknowledge the receipt of your
cheque for \$10,000 in settlement of our claim
under the policies on the life of the late Mr. E.
J. NORONHA. We have also to acknowledge
your cheque for \$1,878 in refund of the premium
paid before due date.

We desire to thank you for your courtesy in
settling this claim within the very short period
of four days after production of probate for your
inspection.

Wishing you and your Company continued
success.

Yours faithfully,
(Sd.) G. A. DE ROZA,
(Sd.) G. A. YVANOVICH,
Executors of the estate of the
late E. J. NORONHA (deceased).
Hongkong, April 16th, 1921. [877]

NOTICE.

BY request of the Bolivian Government, the
Consul-General for Peru in this Colony,
O. DIEZ CANSECO Esq., has on the 27th
instants taken over the interests of that Republic
in Hongkong. All documents will be duly
signed when produced at the PERUVIAN
CONSULATE-GENERAL, Alexandra Buildings, 4th
floor.
Hongkong, April 29th, 1921. [874]

THE CANTON INSURANCE OFFICE
LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTIETH ORDINARY YEARLY
MEETING OF SHAREHOLDERS will
be held at the Office of the undersigned on
THURSDAY, the 19th May, 1921, at Noon.
The TRANSFER BOOKS and REGISTER
of Members of the Company will be CLOSED
from the 5th May to the 19th May, both days
inclusive.

At this Meeting a Resolution will be pro-
posed dealing with the remuneration to the
Consulting Committee.
JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, April 29th, 1921. [876]

SS. "ANDRE LEBON"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEIL-
LES in connection with above Steamer
are hereby informed that their Goods with
the exception of Opium, Treasure and Valuables
are being landed, and stored at their risk, into
the hazardous and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and Godown
Co., Ltd., at Kowloon, whence delivery may be
obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon To-day requesting it to be landed
here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
the 5th day, at Noon, will be subject to rent
and landing charges.

All claims must be sent in to me on or before
the 5th day, or they will not be recognized.
All damaged packages will be examined by
Messrs. Goddard & Douglas, on TUESDAY,
the 5th day, at 10 A.M.

No Fire Insurance has been effected.
R. KODENFUSER,
Acting Agent.
Hongkong, April 29th, 1921. [878]

HONGKONG TAILORING CO.

No. 10, D'AGUIAR STREET.

TAKE NOTICE that L. LAM, the late
manager of the Hongkong Tailoring
Company, has, as per our previous notice, no
longer been to receive any moneys or give
receipts therefor on behalf of the above Firm,
enter into any contracts or pledge the credit of
the Firm in any way whatsoever.
THE HONGKONG TAILORING CO.
Hongkong, April 29th, 1921. [870]

NOTICE.

THE Interest and Responsibility of Mr.
FRANCIS BULMER Lyon Bowler in our
Firm ceased on the 28th day of April, 1921.
Messrs. CHARLES BULMER JOHNSON and
Mr. HENRY LARDNER DENNIS, Junior,
will continue to carry on the business.
DENNIS & BOWLEY.
Dated 29th day of April, 1921. [870]

FOR SALE.

BRUNSWICK STANDARD ICE
MAKING PLANT.

Capacity—4 tons per 24 hours.
No. of Ice Cans—95.
Weight of Block 12 1/2 lbs., size 8 1/2" x 15" x 4 1/2".
Compressor—Fulley—40" dia. 9 1/2" face.
Speed—160 R.P.M.
Atmospheric Ammonia—Condenser—12 pipes
10 ft. long. Complete with Ice Tank and
Accessories.

Also
One 20 B.H.P. Motor to provide power for
above plant.

Further details and specification may be
obtained from—
ACEAL/BEISS & CO.
No. 3, Queen's Buildings, Hongkong.
Hongkong, April 29th, 1921. [846]

INTIMATIONS

IMPORTS AND EXPORTS OFFICE
NOTICE.

IT IS HEREBY NOTIFIED that from
MAY 1st, the PERMIT OFFICE of this
Department will CLOSE at 1 P.M., on SATUR-
DAY, instead of 4 P.M.
N. L. SMITH, Superintendent,
Imports and Exports.
Hongkong, April 29th, 1921. [869]

HONGKONG & SHANGHAI BANKING
CORPORATION.

NOTICE IS HEREBY GIVEN that the
REGISTER of SHARES of the
Corporation will be CLOSED from THURS-
DAY, MAY 5th, to SATURDAY, MAY 29th,
(both days inclusive) during which period no
Transfer of Shares can be registered.
By Order of the Court of Directors,
A. G. STEPHEN,
Chief Manager.
Hongkong, April 29th, 1921. [868]

HONGKONG & SHANGHAI BANKING
CORPORATION.

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY MEETING of the
SHAREHOLDERS of the HONG-
KONG AND SHANGHAI BANKING CORPORA-
TION will be held at the CITY HALL,
Hongkong, on SATURDAY, the 29th day
of May, 1921, at Noon, for the purpose
of considering and if thought fit of pass-
ing the following resolution:—

1.—That the Directors of the HONGKONG
AND SHANGHAI BANKING CORPORA-
TION be and they are hereby re-
quested and authorised by and on
behalf of the shareholders of the
Company to take the steps neces-
sary for the introduction of an
Ordinance into the Legislative
Council of the Colony of Hongkong
and for the enactment of the same
by the Governor of Hongkong with
the advice and consent of the Legisla-
tive Council thereof to effect the
amendments necessary to the Ordi-
nances under which the Company is
incorporated and carrying on busi-
ness so as to allow of the capital
of the Company being from time to
time increased from 20 millions of
dollars the present authorised capi-
tal of the Company to 50 millions
of dollars.

2.—That the Capital of the HONGKONG
AND SHANGHAI BANKING CORPORA-
TION be forthwith increased from
\$15,000,000 to \$20,000,000 by the
creation of 40,000 New Shares of
\$125 each to be issued at the price
of \$70 on the terms after mentioned.
Shareholders on the Eastern Regis-
ters to pay for their allotments at
the rate of exchange for the Com-
pany's demand Bills on London on
the day on which the instalments
are due.

3.—That the said New Shares be in the
first instance, in such manner as
the Directors shall prescribe for
that purpose, offered to shareholders
in the proportion of one New Share
for every three shares of which on
the 28th day of May, 1921, Share-
holders shall respectively be the
registered Holders, and that any
New Shares not accepted by Share-
holders within the time limited by
the Directors for that purpose be
disposed of and allotted by the
Directors in such manner and at
such price as in their discretion
they shall think best in the interests
of the Company.

4.—That the payment of the sum of
\$70 per share for each of the said
New Shares be made as follows,
viz.:—
1st. Instalment of £35 on the 1st
day of July, 1921.
2nd. and final instalment of £35 on
the 1st day of October, 1921.

5.—That the Directors issue to Share-
holders, holding shares less than or
not a multiple of three, a fractional
certificate in respect of each share
less than three or in excess of a
multiple of three and allot one New
Share to every person who shall
produce three such Fractional Cer-
tificates on or before the 1st day of
July, 1921, and pay the first instal-
ment in respect thereof.

6.—That after payment of the first
instalment, and pending payment
of the remaining instalment, Scrip
Certificates in such form as the
Directors may determine be issued
in respect of such New Shares
entitling the holders on payment of
the remaining instalment, and sub-
ject to such other terms as to
approval, date for lodging scrip cer-
tificates and otherwise as the Direc-
tors may prescribe, to be registered
as the owners of the shares respec-
tively represented by such Scrip
Certificates.

7.—That interest at the rate of 6 per
cent. per annum be allowed out of
the profits of the Company on in-
stalments paid in advance of the
dates when the same become due,
and that registered holders of Scrip
Certificates for New Shares be
entitled in respect of such New
Shares to participate in future
dividends on an equality with the
old shares, in proportion to the
instalments paid up and from due
dates for payment of same.

8.—That interest at the rate of 8 per
cent. per annum be charged on
each instalment not punctually
paid, and be paid with each such
instalment.

9.—That all moneys received from pre-
mium on the said New Shares be
added to the Sterling Reserve Fund.

For The HONGKONG & SHANGHAI
BANKING CORPORATION,
A. G. STEPHEN,
Chief Manager.
Hongkong, April 29th, 1921. [867]

PREPAID "WANTED"
ADVERTISEMENTS.

Letters are lying at this Office for
Messrs. P. Q. AD. AP. AW. BF. BG.
RR. BV. XX LM. 50

WANTED.—STEAM LAUNCHES,
about 60 ft. long or more, draught 7 ft.,
must be strongly built and in good running
order, surface condensing engines. Full particulars
to—CHIEF ENGINEER, 55
Victoria.

EUROPEAN 33, Seek employment any
capacity. Motor Line preferred or part-
nership of same considered. Good knowledge
of Cantonese. Apply to Box LO, Daily
Press Office. 59

TO LET.—No. 13, ASHLEY ROAD,
Kowloon, Six-roomed HOUSE from 1st
June, 1921. Apply to—J. M. NORONHA,
Credit Foncier d'Extreme-Orient. 54

TO LET.—OFFICE To Let in Alexandra
Buildings. Apply A. S. WATSON &
CO., LTD. 52

SWEET PEAS.—For Sale a few packets of
seed saved from my own plants. Delivery
now or at proper sowing season. A. NICOL,
Quarry Bay. 53

FOR SALE.

FIVE-ROOMED BUNGALOW, Peak
District. Tennis Court, Kitchen Garden.
Early possession.
Apply to—
Box No. 583,
Care of Daily Press Office. 588

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"YATSHING"

having arrived from the above ports, Consignees
of Cargo by her are hereby informed that all
Goods are being landed at their risk into the
hazardous and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and Godown
Company, Limited, whence and/or from the
wharves delivery may be obtained.
Goods not cleared by May 1st, will be
subject to rent.

All broken, chafed, and damaged packages are
to be left in the Godowns, where they will be
examined. Claims against the steamer must be
presented within 10 days of arrival, otherwise
they will not be recognized.
No Fire Insurance will be effected by us in
any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, April 29th, 1921. [859]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship

"ATSUTA MARU"

having arrived from the above ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
hazardous and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be carried on unless in-
structions are given to the contrary before
Noon To-day.

Goods not cleared by May 4th, 1921, will
be subject to rent.

Damaged packages must be left in the
Godowns for examination by the Consignees
and the Co.'s representatives at an appointed
hour on TUESDAY and FRIDAY. All claims must
be presented within ten days of the steamer's
arrival here, after which date they cannot be
recognized. No claims will be admitted after
the Goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.
Hongkong, April 27th, 1921. [865]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO,
LONDON AND STRAITS.

The Steamship "BERNALDEE"

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the hazardous and/or extra hazar-
dous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., whence and/or
from the wharves delivery may be obtained.
No claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 30th April, will be
subject to rent.

All Claims against the Steamer must be
presented to the Undersigned on or before
the 7th May, or they will not be recognized.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 30th April, at 10 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co., Ltd.,
Agents.
Hongkong, April 29th, 1921. [846]

PUBLISHED TO-DAY

HONGKONG WEEKLY

PRESS.

CONTAINING ALL THE WEEK'S

LOCAL NEWS.

The Paper to read Home.

INTIMATION

WATSON'S

"E"

THE PREMIER SCOTCH

of the Far East.



Popularity maintained

by its

EXCELLENT QUALITY

NOT BY EXPENSIVE

WORLD-WIDE ADVERTISING.

A. S. WATSON &
CO., LTD.

WINE AND SPIRIT MERCHANTS.

HONGKONG.

(1)

BIRTHS.

MARTHOU.—At Shanghai, on April 21st,
to Mr. and Mrs. PIERRE MARTHOU,
a daughter.

MOLLER.—At Chinwangtao, on April
16th, to Mr. and Mrs. W. A. MOLLER,
a daughter.

MARRIAGE.

HOVEY.—SMITH.—At Chefoo, on April
14th, PIERCE HOVEY of the Standard
Oil Co. of New York, to EDITH
JESSIE GOODWILL (FATZ), younger
daughter of the late L. H. SMITH
and Mrs. SMITH, of Chefoo.

DEATH.

DE REUS.—At Shanghai, on April 20th,
JACOB HENDRIK DE REUS, K.N.L.,
Consul-General for the Netherlands,
aged 65.

HONGKONG OFFICE: 10A, DES VEAUX RD., C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 30th 1921

NAVY ANXIETIES.

A CABLE to-day tells us that the House
of Representatives at Washington has
defeated by an overwhelming majority an
amendment to the Naval Appropriations
Bill by which it was sought to secure that
no funds should be expended on warship
construction until President HARDING
had called an international conference to
consider the question of disarmament.
In the absence of any indication as to
the nature of the arguments used
against the adoption of the amendment,
it is hardly possible to say what signifi-
cance is to be attached to the decision.
We might very well assume that the
amendment was prompted by what was
said by many speakers in the course of
the debate on the Naval Estimates in the
House of Commons some six weeks ago.
Lord LEE, the First Lord of the
Admiralty, in his Memorandum on the
Estimates, expressed a wish that the
Government might have frank and
friendly discussions with the other
Powers, and he said: "If there is to be
emulation between the United States of
America and ourselves, let it be in the
direction of reducing the apple-martin
of Naval strength which we each possess
over that of other nations." Mr. ASQUITH,
speaking in the course of the debate,
described this as "the first, most urgent,

certainly the most practical step towards
the universal disarmament which is one
of the avowed fundamental objects of
the Covenant of the League of Nations.
"When the only two great Naval
Powers in the world, between them
dominating the ocean," he said, "are
those two great English-speaking nations,
between whom fratricidal strife is, we
hope and believe, still an absolute im-
possibility, can anybody say that there
ever was such a favourable opportunity
to arrive at a reasonable reduction of
naval armaments as to limit them to
the absolute necessities of national
security?" But the United States—repre-
sented by the present party in power—
recognises no obligation to be bound
by the Covenant of the League of
Nations, and prefers to pursue whatever
policy is deemed to best consult her
national interests.

The Naval Committee of the United
States has laid down the principle that
America shall maintain a navy at least
equal to that of any other Powers. The
First Lord of the British Admiralty
re-marking upon this in a public speech
a little while ago said this was a claim
to equality which Great Britain has
never accepted in the past, and never
would accept "save in connection with
the great English-speaking nation which
sprang from our loins, and must ever
hold a special place in our regard and
confidence."

Now the position as it was presented
in the course of the debate on the Naval
Estimates in the House of Commons is
that, looking but a little way ahead,
the United States of America in 1928
will have eighteen ships of what is
termed the post-Jutland class, and Japan
would have eleven, against Great Britain's
five according to our present programme
of construction. It is no wonder that
grave warnings were voiced in the
course of the debate against an
economy which would endanger the coun-
try's maritime position. An amendment
was moved expressing the opinion that
"owing to the great increase in naval
strength of other Powers, it is necessary
that immediate steps be taken further
to increase the strength of the Royal
Navy in capital ships, and their
auxiliary vessels, in order to ensure that
the British Navy be at least equal in
strength to that of any other single
Power." The amendment, however, was
negated. We have not only abandoned
the old two-Power standard, but even
the one-Power standard. Mr. ASQUITH
laid down in the course of his speech
that: "The only trustworthy principle
which ought to guide our action is that
the Navy, in conjunction with those of
the Dominions . . . should always be
adequate to secure the safety of our
sea-girt Empire and our sea-borne sup-
plies against any reasonable calculable
risk." We may rest fully assured that this
has been the Admiralty's guiding prin-
ciple, and *The Times* commenting on it,
remarked: "In this there is no
element of competition for mere com-
petition's sake. Whether here or in the
Dominions, all realize that we cannot
afford competitive building of warships;
all believe that competition in contem-
plation of sea-war should be impossible
in a sane world; all desire the least
naval power that is compatible with
security on the highways of the oceans;
all are convinced that the building of a
Navy against the United States would
be unnecessary, hateful, a treachery to
the future welfare of mankind. That
these are the beliefs, too, of the great
majority of the people of the United
States is the conviction of the British
Statesmen."

Navies are becoming more rather than
less expensive. Great Britain's Naval
Estimates for 1914-1915 amounted to over
£20,000,000 which was an unheard-of sum
up to that time. This year's Estimate
is for £22,500,000, and it has been only
possible to bring it down to this figure by
making considerable sacrifices. The con-
struction of the four capital ships which
form the building programme will mean
an expenditure of £22,000,000—or eight
millions each! This outlay, of course,
will be spread over several years. The
CHANCELLOR OF THE EXCHEQUER has estimat-
ed that in a normal year Great Britain's
expenditure on the fighting services—the
Navy, the Army and the Air Force—will be
£135,000,000. The country has been asked
to spend this year a sum which exceeds
that figure by £70,000,000. It is as Mr.
ASQUITH remarked, "a serious state of
things." Yet there is great danger lest
this sum be greatly increased in future
years unless some concordat be reached
with the Powers who are "settling the

pace." Some six or seven weeks ago
the First Lord of the British Admiralty
declared that "if an invitation comes
from Washington to a conference I am
prepared to put aside all other business,
pressing though it may be, in order to
take part in business than which there
can be nothing more pressing in the
affairs of this world." No Minister, said
The Times, "ever interpreted more accu-
rately the sentiments of the nation. It
is anxious to reach the basis of a naval
understanding which will lift a heavy
weight from the shoulders not of the
British and American peoples only, but
of the peoples of the whole civilised
world." The reply which has just been
given by the House of Representatives at
Washington to such overtures is very
discouraging to all who had cherished the
hope that the mad race of armaments
had come to an end with the termination
of the war.

Dr. Wu Lien-teh's latest report on the
Manchurian plague epidemic says the
decline of the epidemic in Harbin has
been steady and marked.

The total output of the Kailan Mining
Administration's mines for the week end-
ing April 16th amounted to 94,335 tons
and the sales during the period, to 72,741
tons.

The Canton paper states that Presi-
dent Sun has formed an Advisory Com-
mittee on Finance which includes some
of the best known merchants of Canton
and Hongkong.

Madame Lottie Gordon announces an
afternoon concert at the City Hall for
Thursday May 12th at which the most
brilliant vocalists of the Colony will
appear, including the young Spanish
singer Miss Amparo Rosello.

The schools of Canton are preparing
to accommodate the girl students who
under the new ruling will be admitted
on the same footing as the boys. Co-
education is now an accepted fact among
educationalists of the province.

Mistaken identity was pleaded in a
case at the Magistracy yesterday, in
which Capt. Ernest Lawrence prosecuted
a Chinese youth for picking his pocket
and stealing a fountain pen. Mr. Woo,
who defended, declared that defendant
could prove an alibi and a remand was
granted, on bail of \$250.

It has been discovered that enterpris-
ing opium merchants in the province of
Yunnan have been smuggling opium
through the parcels post into Canton as
"Fine Yunnan hams." Extracting first
the flesh of the hams they filled the rind
with opium. Some arrests have been
made in connection with this enterprise
in Canton.

At a meeting of the Shanghai Polo
Club last week the Chairman (Mr. R.
L. Pearson) said he had been told that
this year another challenge from Hong-
kong was assured and that would mean
that a team from the club would have
to proceed to Hongkong in the autumn,
probably in September, to defend the
cup. Tientsin and Peking are also likely
to play Shanghai during the Olympic
Games in the latter part.

A successful Whist-drive was held at
the Catholic Men's Club on Thursday
evening. The following were the prize-
winners:—Ladies: 1. Mrs. Bacon (178);
2. Mrs. Alderman (167); 3. Mrs. Tuttle
(165); 4. Mrs. Pugh (160); 5. Mrs. May (146).
Men: 1. Mr. Pugh (180); 2. Mr. Max-
worthy (170); 3. Mr. Kay (175); 4. Mr.
Lodge (175); 5. Mr. Brown (165).
The prizes were presented by Mr. F.
Fisher.

Despite the unfavourable weather, a
most enjoyable Fancy Dress Dance was
held at the Seamen's Institute on April
27th. The dance, at which nearly a
hundred people were present, was orga-
nised by Mrs. F. G. Thompson, in aid
of the London Hospital (in response to an
appeal for funds by its Chairman, Lord
Knutsford), which institution we under-
stand, will considerably benefit thereby.
The actual amount realised will be an-
nounced later. Two special prizes were
presented for the most original costumes—
one for ladies and one for men. Mrs.
Fowler, dressed as "A Miner" and Mr.
Hardley as "No. 13" were the success-
ful competitors. The enjoyment of the
evening was enhanced by the rendering
of the Wexley Love Song, "My dear
Soul," by Mrs. H. T. Mousley, which
was heartily applauded.

This is the explanation as it is trans-
lated by our Canton contemporary: "An
you know the only hope for industrial
development in Yunnan lay in its
mineral resources. In order to develop
it, funds were necessary. Financially it
was not within the power of the people
of that province to undertake such an
enterprise. The last resort, in my
opinion, was to negotiate foreign loans
and in so doing two things should not
be overlooked: (1) Negotiations should
be such that it shall be free from politi-
cal influence; (2) Terms must be such
that territorial rights shall be preserved.
The only foreign power which would
agree to carry out these two conditions
was the United States and consequently
a company was organized and was given
the name of Ming Hing Co. This
arrangement was for a time not made
public due to the fact that preparations
had not been completed. Those who were
not in favour of such loan thus found
an excellent pretext and said that Tang
Chi-yao has sold a mine to some foreign
Power." We hope the American com-
pany feels entirely satisfied with a con-
cession a company of no other foreign
nationality would accept.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

MINERS' STRIKE.

GOVERNMENT'S OFFER TO MINERS.

London, April 29th.

Prior to the miners' rejection of the Government proposals, the Government offered to increase the subsidy from £7,500,000 to £10,000,000, spread over a temporary period of four months provided that a durable settlement was made for at least a year after the subsidy ended.

An official statement issued by the Miners' Association foreshadowed that the owners will now return to their respective districts to enter into arrangements with local Unions with a view to an early resumption of work.

EARLIER CABLES.

OUTLOOK NEVER BLACKER.

London, April 29th.

The railwaymen's dismissal at Nottingham for refusing to handle coal have been reinstated. This has averted the threatened strike on the Great Northern Railway.

The coal strike situation was never blacker than it is in consequence of the miners' conference decision to-night "to reject the Government's proposals, because they do not concede the fundamental principles of the national wages board and the national pool."

A resolution to this effect was carried almost unanimously at a meeting at which the secretary (Mr. Frank Hodges) reported Sir Robert Horne's final Government offer and stated that the miners' delegates were returning to their districts to report upon the present Government offer.

ATTITUDE OF THE GOVERNMENT.

London, April 29th.

Reuter's Lobby correspondent states that the miners' decision has deeply disappointed the Government, which will now take every measure to secure the country's maintenance. It is emphasised that the resolution rejecting the offer shows that the strike is being continued on a purely political issue.

MINERS' SUBSIDY PROPOSAL.

London, April 29th.

After the conference with Sir Robert Horne this morning, the miners' representatives said that the outlook was gloomy. A breakdown was possible, as the Government had refused to increase the temporary subsidy.

GERMAN CAMP HORRORS.

EVIDENCE AGAINST NEUMANN.

London, April 29th.

A further case of German war atrocities was investigated at Bow Street, to-day, when evidence was given on charges against Neumann of cruelty to British prisoners at the Pommersdorf chemical works in 1917 and 1918. It was announced that Neumann was in custody in Germany, and that Trinke, who was in Poland, had not yet been arrested.

Witnesses said that the accused used rifles, bayonets, and fists in attacking prisoners, already suffering from the fumes of the chemicals with which they were working.

OILFIELDS HOLD-UP.

MEXICAN BANDITS ATTACK OFFICIALS.

Houston (Texas), April 29th.

The most sanguinary hold-up in the history of the oilfields occurred at Tamico, where fifteen Mexican bandits held up officials and "colored" wages amounting to 135,000 pesos in gold. Ten persons were killed, including two bandits.

CAIRO CRISIS.

ZAGLOUL PASHA'S THREAT.

Cairo, April 29th.

Zagloul Pasha has informed Reuter that the Adly ministry has refused his conditions. He intimates that he will not enter into official negotiations if the Adly Cabinet persists in its attitude.

LATEST CABLES.

THE GUINEAS.

WINS FOR OUTSIDERS.

London, April 29th.

The following was the result of the One Thousand Guinea race:—

Bettina 1
Petra 2
Pompador 3

Betting: 33 to 1 Bettina; 33 to 1 Petra, and 7 to 1 Pompador.

Twenty-four ran. Bettina won by a length and a half; three-quarters of a length between Petra and Pompador.

THE TWO THOUSAND GUINEAS.

The following was the result in the Two Thousand Guinea race:—

Craigagran 1
Lemonora 2
Humorist 3

Betting: 100 to 1 Craigagran; 100 to 1 Lemonora; and 3 to 1 Humorist.

Twenty-six ran. Three-quarters of a length separated the first and second; the same distance between the second and third.

"BY THE ETERNAL."

PRESIDENT HARDING'S SOLEMN DECLARATION.

London, April 29th.

President Harding reviewed the Atlantic Fleet from the Presidential yacht *Mayflower*. There was an imposing spectacle. In his speech from the quarter-deck of the flagship *Pennsylvania* he said he wished that America might never again be called on to fire a gun, and declared that the United States did not want anything not right, but did want what was righteously its own "and, by the Eternal, we mean to have that."

EARLIER CABLES.

AMERICAN NAVAL ARMAMENTS.

BILL IN HOUSE OF REPRESENTATIVES.

Washington, April 29th.

The House of Representatives, by an overwhelming vote, rejected an amendment to the Naval Appropriations Bill providing that no funds should be expended on warship construction until President Harding had called an international conference to consider disarmament.

SUPPLEMENTARY IRISH ESTIMATES.

PRIME MINISTER'S OFFER TO SINN FEINERS.

London, April 29th.

In the House of Commons, introducing the supplementary Irish estimates, Sir Hamar Greenwood said that the withdrawal of the auxiliary police from Ireland was not contemplated. He ridiculed the suggestion that these 1,500 British officers were responsible for the present disorder, and added that the authorities had captured documents showing a plot to interfere with the Belfast water supply and other outrages, with a view to interfering with the elections in North Ireland, but the Government had resolved that the elections should be held in both North and South on May 24th.

Considerable importance is attached in parliamentary circles to the concluding parts of the speech made by the Prime Minister in the House of Commons on the Irish estimates, in which he again affirmed his willingness to discuss the Irish problem with an authorised representative of Irish opinion. The Prime Minister read remarks which were framed after consultation with Mr. Balfour, believed to be interpretable in connection with Lord Derby's recent visit to Dublin. He offered to see any Sinn Fein member of Parliament not suspected of murder, of which there were only about four, on any subject of public importance without any preliminary conditions as regards policy or opinion. The member who came could put any proposals. It would be the Government's responsibility whether they accepted or rejected them. (Cheers.)

GERMAN REPARATION PROPOSALS.

RE-HASH OF OLD.

London, April 29th.

The new German proposals were at first not fully comprehensible in British official circles, owing to their obscurity. They are now regarded as merely a clumsy re-hash of the London proposals, and they are, therefore, unacceptable.

According to Reuter's Washington correspondent, the State Department is awaiting the receipt of some indication of the Allies' attitude towards the German proposals before replying to Berlin.

Reuter's Paris correspondent says that the French Government has asked the American Government for an assurance that it would not deliver the German note without the approval of the Allies, adding that the proposals are unacceptable to France and that the occupation of the Ruhr region is increasingly probable, but it cannot be carried out for a week after it has been decided upon in agreement.

GREAT BRITAIN AND OCCUPATION POLICY.

London, April 29th.

In the House of Commons, at question time, Mr. Lloyd George said that the new German proposals were thoroughly unsatisfactory and inadequate.

Replying to supplementary questions whether this meant that Great Britain was committed to further occupation in Germany, the Premier said that the House would have an opportunity of expressing judgment during the debate on the Foreign Office Estimates on May 5th, but he disagreed with the view that representatives of the Government could not commit the country as regards a particular course of action. He doubted whether the decision of the Supreme Council would be taken before May 2nd or 3rd, and reiterated his previous statements as regards the Westphalian coalfields. A motion by the Hon. J. M. Kenworthy to debate "the Government's refusal to seek the assent of Parliament before concurring with further occupation of Germany" was defeated by an overwhelming vote.

REPARATION AMOUNT.

London, April 29th.

In the House of Commons, Lieut. Commander Hilton Young, replying to Mr. Hogge, said that the 132 milliard gold marks fixed by the Reparations Commission to be paid by Germany did not include an estimated sum of £250,000,000 to be reimbursed by Germany under article 232 in respect of Belgium's debt to the Allies. He added that the Commission's decision had been conveyed to Germany.

ALLIES AGREE.

London, April 29th.

Reuter learns that a semi-official message from a French source states that agreement among the Allies is becoming still more complete as regards the German situation. Allied experts, after the examination of the figures, believe that occupation of the Ruhr area will yield one and a half to two milliards gold marks annually.

V.R.C. SPORTS.

FEATURES OF PROGRAMME.

One of the most interesting features of the Victoria Recreation Club's sports programme, to-day, will be the Marathon race, which will start from the Shaikwan police station. The course is through Shaikwan Road to the Tramway terminus at Causeway Bay, then through Caroline Hill Road and Wong-neichung Road to the Football Club, once round the ring, at the football ground, and finishing at the top in front of the stand. The race will start at 4 p.m. There are 27 entries, including T. R. Singh, the winner of the Colony's Marathon, and Marr, the Kowloon Marathon winner.

There are also 8 entries in the bicycle race for ladies. In all 83 entries have been received for the sports. A band will be in attendance.

I hate debentures more than the devil hates holy water.—Lord Lecherholme.

FAR EASTERN CABLE NEWS.

NEW LINE TO FAR EAST.

P. & O. CO.'S PLANS.

London, April 29th.

The Peninsular and Oriental Navigation Co. has inaugurated a new fortnightly direct passenger line between London and the Straits Settlements, China and Japan, chiefly by means of 9,000 tons steamers of the *Khyber* class.

It is pointed out that a complete establishment of this line is contingent upon the release of some designated vessels from the mail service, in which they are temporarily employed, pending settlement of labour troubles, which are affecting the re-conditioning of several larger mail steamers.

ANGLO-JAPANESE ALLIANCE AND CHINESE OPINION.

London, April 29th.

In the House of Commons, replying to Commander Bellairs, Mr. Cecil Harmsworth said that no written representation had been received from the Chinese Government regarding the renewal of the Anglo-Japanese Alliance since the Prime Minister's answer to Captain Wedgwood Benn on June 10th last year. The Government was alive to the interest of the Chinese Government and people in the matter, but did not consider publication of the Chinese representation would serve a useful purpose.

NEW JAPANESE CONSUL FOR SEATTLE.

London, April 29th.

Mr. Saito, Secretary of the Japanese Embassy, has been appointed Consul at Seattle.

FIVE PERSONS DROWNED.

AT TIEN HUI FESTIVAL.

It is reported that at a festival at Shekwan, yesterday, when large crowds of Chinese women from Hongkong visited the temple on the island, one of the small sampans with nine passengers turned turtle. Five persons, all women, were drowned.

A search was made for the bodies, but without avail.

SAILORS ON HOLIDAY.

RESULT OF PULPIT APPEAL.

An unusual sight will be witnessed this afternoon at the Naval Dockyard. Thirteen motor cars, laden with sailors on pleasure bent, will start on a tour of the island. There will be a picnic tea on the beach at Repulse Bay and dinner at Wiseman's Café to conclude.

This is the outcome of the appeal made by the Rev. Gordon W. B. Stott, R.N., in St. John's Cathedral on Sunday week (reported) exclusively in the *Hongkong Daily Press* that residents in Hongkong should do all in their power to make life more attractive to Service men stationed here. A lady and gentleman, who desire to remain anonymous, took a party of sailors for a bathing picnic in their launch last Saturday and are also responsible for to-day's outing.

It is to be hoped that their good example will be widely emulated; a roster of hosts should be established forthwith.

52,000 INCOME TAX SUMMONSES.

WELSH WORKERS TRY TO EVADE PAYMENT.

The number of manual wage-earners in South Wales summoned last year for non-payment of income tax was 52,000, said Mr. Chamberlain (Chancellor of the Exchequer) in the House of Commons on March 1st.

Out of that number, he added, 35,500 were colliers, but 12 could not be traced that any one of these tax-payers was earning £1,000 a year. While a number were in receipt of between £700 and £800 a year, the general average of their earnings was much below these figures.

Mr. Higham suggested that the tax-forms should be printed in the language of the people of Wales.

Mr. Chamberlain replied that he could not add to the difficulties of the Inland Revenue officials.

During the voyage between Colombo and Suva, a boiler tube exploded on board the *Katona*, which is conveying the Japanese Crown Prince to Europe. Two sailors were killed, and two wounded.

CONSOLIDATING CHINA'S INTERNAL LOANS.

THE FINANCE MINISTER'S SCHEME.

The Bureau of Economic Information at Peking communicates to us the following:—

The Minister of Finance, Mr. Chow Tzu-chi, has taken steps to consolidate the various internal loans as part of his plan to put the finances of China upon a proper footing, and effect the liquidation of the total indebtedness of the Government within a reasonable period of time.

To deal with the internal, or National Loans, arrangements have been made for the following revenues for the service of the loans:—

(1.)—The balance of any surplus of the foreign and Native Customs revenue after meeting the requirements of the 3rd and 4th year loan and the 7th year Short Term Loan.

In the event of the above revenue proving insufficient:—

(2.)—The available surplus salt revenue, up to a total of \$14,000,000 per annum, not exceeding seven-twelfths of the total sum required in each year for the total loan service.

(3.)—The available surplus of the Tobacco and Wine revenue, up to a total of \$10,000,000 per annum, not exceeding five-twelfths of the total sum required in any one year, or

(4.)—A sum of \$300,000 a month from the surplus receipts of the Ministry of Communications, such sums to be eventually refunded from the Wine and Tobacco revenue, after provision therefrom for any liability which may accrue under paragraph 3.

The different departments concerned are to make the necessary arrangements for the allocation of the funds required for the loan service. These funds are to be handed over to the Inspector-General of Customs, Sir Francis Aglen, to be managed by him in conjunction with the Bureau of National Loans and the representatives of the Banks. The public will thus be convinced that the service of the loans so far as available funds permit will be properly administered. All funds received by the Inspector-General on loan service account will be placed by him in the Chinese Banks for payment of loan obligations. The Banks will follow the procedure of the 3rd and 4th year loans and afford the necessary co-operation in meeting such obligations.

The following are the loans which will be affected:—

1.—3 PER CENT. MILITARY LOAN.

The original issue was \$7,371,150. The amount redeemed is \$4,000,000 and the balance \$3,371,150. The redemption is originally fixed for 5 drawings. There are still two drawings to take place, each for \$1,685,575. As, however, the rate of interest on this loan is higher than on the others, and as drawings have already been held up three times, it is proposed that beginning from this year there shall be four annual drawings, so that the loan will be wholly repaid in four years.

2.—PATRIOTIC LOAN.

The original issue was \$1,844,700. The amount redeemed is \$1,320,000, and the balance \$524,700. The loan was redeemed in Peking bank notes. Since the suspension of these notes the amount outstanding to be redeemed this year will be claimed on the basis of 70 per cent. of the face value of the bonds.

3.—FIRST YEAR LOAN.

The amount of issue of this loan, before February 1921, was \$135,280,570. The rate of issue is different at different times. The amount of bonds issued as indemnity for the Nanjing revolution was over \$1,800,000. Although these bonds originally represented their full face value, their market value has now depreciated below 30 per cent. A further amount of over \$12,700,000 was issued in payment of opium stocks, the present market price of which is lower than 40 per cent. The remainder of the bonds, were issued at less than 40 per cent. of their face value. Interest on coupons has been paid on two or three occasions, and the market price of the bonds is lower than 20 per cent. It is now proposed to issue a series of new 6 per cent. bonds in redemption of the Old First Year Bonds. Every one hundred dollar face value of the Old First Year Bonds will be exchanged for forty dollars worth of new bonds. The old bonds of other denominations will be exchanged for new bonds at this rate. Holders who do not wish to make such exchange need not do so. Redemption will begin from this year and continue for ten years until the loan is fully repaid.

4.—FIFTH YEAR LOAN.

The original amount issued was \$20,000,000. The amount redeemed at the only drawing that has taken place is \$1,245,410, and the balance is \$18,754,590. The original plan was to begin redemption from the 6th year in six half-yearly periods. Five years have passed without such redemption. It is now proposed to commence redemption from the 15th year of the Republic, consisting of six half-yearly drawings. As the 3rd and 4th year loans will be repaid in the 14th year of the Republic, the securities will be utilized as a sinking fund for payment of interest and redemption of the 5th year loan.

5.—SEVENTH YEAR LONG TERM LOAN.

The original loan regulations provide for redemption to commence from the 18th year. By that time the 6th year loan will have been redeemed, and its security as well as the securities of the 3rd and 4th year loans can be used as a sinking fund for the 7th year loan. Hence the original regulations need not be modified.

6.—EIGHTH YEAR 7 PER CENT. LOAN.

The original issue was \$34,000,000, redemption to begin from the 6th year after issue. One-fifth of the amount will be drawn each year until the loan is fully repaid in the 16th year. The present market price is only about 22. It is proposed to issue a new series of 7 per cent. bonds in redemption of the old Eighth Year Bonds. Every one hundred dollar face value of the old Eighth Year Bonds will be exchanged for forty dollars worth of new bonds. The old bonds of other denominations will be exchanged for new bonds at this rate. Holders who do not wish to make such exchange need not do so. Redemption will begin from this year and continue for ten years until the loan is fully repaid.

7.—NINTH YEAR LOAN FOR THE IMPROVEMENT OF THE MONETARY MARKET.

It is proposed to adhere to the original regulations.

(Continued at foot of next column.)

AIR LINERS OF THE FUTURE.

THOUSAND MILES FLIGHTS.

One hundred million letters were carried by air in the United States last year, whilst in England the total quantity carried between London, Paris, Brussels, and Amsterdam could have been carried by one machine. This statement was made by Major W. T. Blake at the Royal Technical College, Glasgow, last month. Airship, he continued, "had grown from comparatively small machines to giants of the R.28 type, over 730ft. long, and having a gross lift of 80 tons. It was gigantic machines of this type which would carry out the long-distance commercial flights of a thousand miles or more in length in the near future. Passengers would be provided with comfortable saloons, sleeping bunks, and promenade decks, and the comfort would, in every way, be equal to that of an ocean-going liner. Whereas it now took about sixteen days to reach India by boat, it would take three to five days to make the journey by air, whilst the cost of the trip would probably be from £75 to £100. In a few years time they would see these giants flying from point to point all over the face of the globe, and by means of their air speed, distances would be annihilated. One interesting slide shown depicted an aeroplane being dropped from an airship. Major Blake explained that aeroplanes would be despatched with mails and possibly passengers from airships in exactly the same way as a slip-catch was now detached from an express train. People generally did not realise the safety of flying; it was not an exaggeration to say that it was as safe as, or safer than, it was to walk about the streets of London.

Speaking on the subject of flying for pleasure, Major Blake said that the man who now ran a Rolls-Royce motor-car did not realize the safety of flying; it was not an exaggeration to say that it was as safe as, or safer than, it was to walk about the streets of London.

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DEAR LIVING IN FRANCE.

HAVRE MAYOR'S ACTION.

Lessons in the methods of reducing the cost of living are being given by the Mayor of Havre, who has brought down the family budget in the Normandy town by from 30 to 35 per cent. His principal transactions so far have been in meat, eggs, and butter, but he is now considering an extension of dealings to other foodstuffs. Beginning with meat, he imported a quantity of fine cattle direct from Morocco, and when the wholesale butchers declined to accept delivery, because the town had a short supply of meat, he sold the animals at a loss of twenty-four hours opened a dozen municipal butchers' shops. Selling at 22.50c. per kilo below the prevailing retail price, he disposed of 16,000, worth of meat on the first day, and 20,000, worth next day. Sales have constantly increased, and daily there is a queue 200 strong before each municipal establishment. The sales of the rivals are diminishing, and their prices fell 50c. per kilo at the last wholesale market. Similarly with eggs. The Mayor imported from Morocco 180,000, which he distributed among the grocers, with instructions to sell at 40c. each. Each was speckled with indelible red points to prevent deception. Two sales have been so great that imports have had to be increased. Butter, of which the consumers sing the praises, has been obtained from Denmark at 71.50c. per lb., compared with 95c. to 105c. for local product. 7,000 kilos (about seven tons) were sold in a single day. The what can be done to stop these successful experiments, but the townfolk hope for increased Mayoral activities.—*Daily Telegraph*.

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KATORI MARU ... Friday, 17th June, at 11 a.m.
KASHIMA MARU (omitting Manila) ... Tuesday, 14th July, at 11 a.m.**LONDON & ANTWERP via Singapore, Penang, Colombo, Suez**
Port Said and Marseilles.INABA MARU ... Saturday, 30th Apr., at 11 a.m.
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Island, Townsville & Brisbane.AKI MARU ... Tuesday, 17th May, at 11 a.m.
TANGO MARU ... Tuesday, 31st June, at 11 a.m.
NIKKO MARU ... Tuesday, 19th July, at 11 a.m.**NEW YORK via Suez.**YAMAGATA MARU ... Sunday, 6th May.
SOUTH AMERICAN PORTS via CAPE,

KAWACHI MARU ... Beginning of May.

BOMBAY & COLOMBO via Singapore.

HAKATA MARU ... Wednesday, 4th May.

CALCUTTA & RANGOON via Singapore & Penang.

TOSA MARU ... Thursday, 6th May.

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TANGO MARU ... Tuesday, 17th May, at 11 a.m.

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Tel. No. 155. M. KOBAYASHI, Agent.
Top Floor, King's Building, Tel. No. 140.**"A POISONOUS GROWTH."**
PRIME MINISTER ON SOCIALISM.

The Prime Minister was the guest at luncheon, on March 23rd, at the House of Commons of the New Members' Coalition Group. Sir Ernest Wild, chairman of the group, presided.

Mr. Lloyd George, who was received with cheers and musical honours, said:—

We are here, men of both political parties, old political parties, that for 300 years have fought each other generation after generation, century after century, eye to eye, foot to foot, even on stricken fields, and yet here we are working together.

(Laughter.) Why is that? Because the nation which we both love, which is greater than either, and greater than both parties, and greater than all parties, which was there before any party ever started, which will last after the last party has vanished, because the nation was in danger. (Cheers.) Is the danger past? The military danger is over, but there are greater, more insidious, more permanent dangers still remaining—the dangers that have arisen from the new conditions in this and every land, the new ideas that have arisen, the new organisations that have suddenly risen into great power.

THE REAL DANGER.
What is the peril? It is the phenomenal rise to power of a new party, with new purposes of the most subversive character. It calls itself Labour, but it is really Socialist. Even now the real danger is not fully realized. We cannot believe in this new danger. Well, it was just the same with the German danger.

There are those who say it is the same bogey, which you simply put up and paint just to frighten the people. I think Mr. Asquith said so at Blackburn. He is the last man who ought to treat the Socialist movement in this country as a bogey, for it has destroyed his party, overthrown his baby (laughter) and very nearly smothered it.

If anyone doubts the reality of the danger, I would ask him to read the Socialist and Labour papers. We rarely see them; and we do not quite see what they are after, but what they write in these papers is repeated on hundreds and thousands of platforms, to hundreds and thousands and millions of people. (Cheers.) And they are beginning to believe it. Socialism is fighting, and you will find it in these papers—to destroy everything that great prophets and leaders of both parties laboured for, generations to build up. Private enterprise, individual effort, the stimulus of reasonable gain, the present organization of commerce, of industry, of credits—all that goes if this new system which is being preached, and which there is a formidable party in this country to support, succeeds. Even the country to support it, which they built up, is being threatened. Parliamentary institutions are just as much menaced as private enterprise, and there is to be substituted for it the rule of class organization. The old parties believed in pruning and manuring, in planting new trees where the old trees ceased to be fruitful, but they believed in keeping the orchards. The new party want to uproot and to tear up and to plant the wild and poisonous berries of Karl Marxism in this country. I know there are people who will say "There is no real danger that a sensible people like ours will ever swallow these doctrines." They are not put to them as bluntly as all that. But the people who are leading, the people who will control and dominate the party, the people who will have a voice in deciding the policy are all people who believe in these doctrines.

LOOK AT THE ELECTIONS.
If you want to see whether it is becoming a formidable party, look at the record of the by-elections. There was a time when these people were regarded as freaks and bogies; there was a man returned here and a man returned there, and perhaps 20 or 30 of them in the House of Commons. Nobody thought they were of any account, and they got up and made speeches, and the House of Commons voted them down. That is not the case now. In volcanic soil things grow quickly, especially weeds (laughter)—and the soil of Europe is very volcanic after the great eruption. Look at the figures. In 1918 they did not poll half what the Coalition parties polled. I have been looking at the by-elections for 1920 and 1921, and they are pretty typical constituencies. The Coalition polled 229,000; Labour polled 201,000; the Independent Liberals 85,000 and other independents 36,000.

Now, there are two significant facts there. One is that the Independent Liberals polled about one-seventh of the total poll. Our Independent Liberal friends had better take note of that, because it is worthy of attention. The nation refuses to recognize them as the champions of any real issue. That is what it means. (Cheers.) It is not that the nation is either for or against Liberal principles; it says these people do not represent a reality. (Cheers.) The second fact is that a change of 4 per cent. in the vote would put the Socialists in the majority. It is not a great change in a new electorate—untrained, uneducated, not yet fully mobilized. What is more, the electorate has not yet been fully polled, not even in recent elections. You have 15 to 20 per cent. who do not vote, and everything depends on that. It has been called to the colours, but it will come sooner or later; it will be fully mobilized. Who is going to get them? If the Socialists and the Labour people get them, Socialism and Labour will be triumphant in this country within a short period of time.

There are friends of mine who talk about the splitting of the progressive vote. They say:—You have the Labour people voting and there the Independent Liberal people voting, and you are splitting your progressive forces. That is not the split. The real split is in the anti-revolutionary forces. There is nothing in common between the Independent Liberals and the Socialists. I know the Independent Liberals people pretty well (laughter), and whatever they may be, believe me, they are not revolutionaries.

For all that they are helping the revolutionaries—their speakers, their agents, their Press, their organizations are all engaged in stirring disaffection throughout the country, and that disaffection is what will float Socialism into power. Their artillery is busy helping to beat down the defences of society. If they succeeded, the Socialists will enter the citadel alone, and will rule the city alone, without any help from the Independent Liberals. I do not know very much about football, and I read about it now and again, and it strikes me that the Independent Liberals are playing half-backs with the Socialists. If the Socialists win, it is the Socialist forwards that will have the goal, and it is the Socialist team that will have the cup. My Independent Liberal friends do not realize that.

IF LABOUR WINS.
I am not afraid that the people of this country will be won to the subversive doctrines of Karl Marx. They do not suit the British mind. They are more German in their characteristics, and the British psychology will never take to them. That is not the danger. What is the danger? After the great war throughout the world there are heavy burdens. There is a great disturbance of trade and credit, there is unemployment, and there is every kind of trouble, and it is easy to foment discontent amongst people under these conditions. There are grievances great and grievances small, there are grievances real and many grievances imaginary; there are some grievances that may be due to Governments and to Parliaments. Most are attributable to conditions over which neither Parliaments nor Governments have any control whatever. Those grievances work up discontent, of which the Socialists take advantage. They secure the support of the people on the ground of those grievances, but if they win on grievances they will carry out their own policy and their own method of redressing them. Independence of one sort and another may plough and harrow and sow, but Labour will reap, and if Labour wins on these grounds, what will come next?

Supposing on the ground of grievances the Coalition is defeated and the Socialist and Labour Party secure a majority in this Parliament. Does anyone imagine that they will go about redressing these little grievances? Not at all. What they will say is—here again I ask you to read their literature—"These grievances are not due to Governments or individuals, they are due to the system, and so long as this system continues you will always have these grievances; therefore, root out the system and put a new one in its place." They will try it. They will be there, if they succeed, for five years in the signal box, pulling the difficult, delicate, dangerous levers of trade, credit, industry, and commerce. To do so you begin tearing up the rails, and in a country that and do it for five years in a country which is not a peasant country with vast territories and vast natural riches, but a country dependent on trade and credit and commerce, it is not so easily restored after five years. (Loud cheers.)

THE REAL LEADERS.
I know people say "You are quoting the views of the extreme men amongst the Labour Party and the Socialists. What about Mr. Clynes? What about Mr. J. H. Thomas?" Well, what about him? I do not think he really knows himself. (Laughter.) What about Mr. Henderson? These are the men, they say, who will govern. They will have to do exactly what they are told. All leaders have. (Laughter.) We have simply got to take orders even in the old political parties, but in this new political party it is not the leader that counts so much. I have had a good deal of experience in settling labour disputes, and the trouble has never been with leaders but with the people behind them, whom you never see, never meet, never come in contact with, but who are the real power. In this new army it is the corporals who lead, and you never come into contact with them, and they have no responsibility. What will really happen once they are in is that there will be juntas behind who will tell them what to do and if they do not it somebody else will be put in their place. That is the fundamental difference between the discipline and organization of this new party and the old parties. The old parties always had at their heads men of great and long experience of political life and responsibility, and, as a rule, the parties have accepted their advice and their counsel. You have now got coming into power, unless we take prompt steps, a party that has no experience, no responsibility of Government, and that has its policy dictated by people with even less experience who are behind it.

I remember at the beginning of the war how difficult it was to persuade people of what we were confronted with. They thought it was an easy task. I ventured to utter warnings then and I utter them in all solemnity now. The Socialists are consolidating and uniting their forces; their enemies are dividing and trying to destroy each other. The Socialists are making gigantic efforts to secure the new electorate while we are taking the new electorate for granted. I would, therefore, ask all those who realize the danger to close their ranks. (Cheers.) I would ask that we should take every measure to instruct and to inform the great electorate who will, according to the working of the Constitution, have at no distant date to decide, so that when that fateful hour strikes, the destiny of this great and glorious country may safely be entrusted to their care. (Loud cheers.)

INDO-CHINA**STEAM NAVIGATION COMPANY LIMITED**

SAILINGS, SUBJECT TO ALTERATION

SHANGHAI via SWATOW ... "KWONGSANG" ... 1st May, 10 a.m.
SHANGHAI via SWATOW ... "WINGSANG" ... 2nd May, Noon
BANGKOK via SWATOW ... "TEO PAO" ... 3rd May, 3 p.m.
STRAITS & CALCUTTA ... "YATSHING" ... 3rd May, 3 p.m.
HAIPHONG via HOIHOW ... "LOKSANG" ... 4th May, 8 a.m.
SHANGHAI & TIENTSIN via SWATOW ... "CHOYANG" ... 5th May, D.Light
TIENTSIN ... "CHEONGSHING" ... 5th May, D.Light
MANILA ... "YUENSANG" ... 6th May, 3 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang & Singapore returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, calling twice each week every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when Indochina steamer.

BORNIO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kuala Lumpur, Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "YATSHING" will be despatched on or about Tuesday, May 3rd, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWET-
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Telephone No. 218

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.**OUTWARDS.**Vessel Due Hongkong
S.S. "GLENLYLE" ... 9th May.
S.S. "GLENGLER" ... 16th May.**HOMEWARDS.**Vessel Leaves Hongkong Discharges
S.S. "GLENIFFER" about 23rd May GEMO, LONDON & ROTTERDAM.

Movements are subject to change without notice.

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(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ... ¥20,000,000

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Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MASAOKA ABE

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's management—

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 8,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co. Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA

No. 3, Bays, Kobe.

SHIPPING NEWS

ARRIVALS.

April 29th.
Andre Lebon, French str., 13,700 tons, Capt. Cousin, from Saigon, with a general cargo.—M.M. Co.
Yokohama Maru, Japanese str., 2,750 tons, Capt. Fujita, from Sandakan, with a general cargo.—O.S.K.
Kojima Maru, Japanese str., 1,300 tons, Capt. Sakuma, from Dairen, with coal.—M.H.K.

April 29th.
China, American str., 3,150 tons, Capt. P. W. Wise, from San Francisco, with a general cargo.—China Mail S.S. Co.
Taichun, Chinese str., 1,217 tons, Capt. Hackett, from Shanghai via Amoy, with a general cargo.—C.M.S.N. Co.
City of Dunkirk, British str., 3,750 tons, Capt. Seaborn, from Shanghai, with a general cargo.—Bank Line.

Hainan, British str., 1,100 tons, Capt. C. E. Page, from Haiphong and Hoihow, with a general cargo.—Po Shan S.S. Co.
Harold Dollar, British str., 2,923 tons, Capt. Ridley, from Shanghai, with a general cargo.—Robert Dollar & Co.
Buschur, British str., 1,222 tons, Capt. De Wolfe, from Canton, with a general cargo.—H. & S.

Imbui Maru, Japanese str., 3,051 tons, Capt. K. Hayashi, from Yokohama, with a general cargo.—N.Y.K.
Kung Ping, Chinese str., 1,743 tons, Capt. Hsiao, from Canton, with a general cargo.—C.M.S.N. Co.

Kwohgan, British str., 1,425 tons, Capt. F. C. Richards, from Shanghai and Swatow, with a general cargo.—J.M. & Co.
Matsuyama Maru, Japanese str., 4,357 tons, Capt. Shiratori, from Dairen, with a general cargo.—N.Y.K.

Providence, Norwegian str., 603 tons, Capt. Ulf, from Canton.—K. Larsen.
Sungshun Maru, Japanese str., 1,502 tons, Capt. Kawamura, from Shanghai and Swatow, with a general cargo.—N.Y.K.

Wingwong, British str., 1,517 tons, Capt. Mitford, from Canton, with a general cargo.—J.M. & Co.
Yoropio Maru, Japanese str., 2,214 tons, Capt. Morisada, from Chingwantao, with coal.—Dodwell & Co.

CLEARANCES.

April 29th.
Andre Lebon, for Shanghai.
Batavia Maru, for Takao.
City of Dunkirk, for Manila.
Hainan, for Ningbo.
Imbui Maru, for Singapore.
Komagata Maru, for Cebu.
Kwohgan, for Canton.
Lake Kowloon, for Singapore.
Loongwan, for Manila.
Matsuyama Maru, for Singapore.
Providence, for Newchwang.
Sungshun Maru, for Canton.
Taiwan, for Amoy.
Taichun, for Canton.
Tsushima Maru, for Yokohama.
West Jena, for Shanghai.

PASSENGERS.

ARRIVALS.
 Per s.s. *China*, on April 29th.—Mr. C. Chan, Mr. C. R. Grubb, Mr. J. Hand Jr., Mr. F. M. Rice, Miss J. Tenney Dr. and Mrs. P. J. Todd, Mr. J. C. Webb, Mrs. J. B. Wick. Total passengers on board: 546.

SHIPPING MOVEMENTS.

The s.s. *Pyrrhus* (Blue Funnel line) left Shanghai on the 28th inst. for London, Amsterdam and Antwerp, via Hongkong. The vessel is due here on May 1st, and will sail two days later.

The C.P.O.S. s.s. *Mattawa* from Hongkong on April 24th, arrived at Saigon on April 29th.

The sailing of the China Mail S.S. Co.'s s.s. *China* for Singapore is postponed to 10 a.m., on Sunday next, May 1st.

The N.Y.K. s.s. *Hakata Maru* (Bombay line) left Moji for this port on April 28th, and is expected here on May 3rd.

The s.s. *Hector* (Blue Funnel line) left Port Said for Hongkong, and is due here on May 3rd, 12 noon.

The C.P.O.S. s.s. *Mattawa* from Saigon on April 29th, is expected to arrive at Hongkong on May 3rd.

The N.Y.K. s.s. *Suva Maru* (American line) left Shanghai for this port on April 29th, and is expected here on May 2nd.

VESSELS EXPECTED.

Aberdeen (Admiral line), from Shanghai, due May 2nd.
Antiochus (Blue Funnel line), from Japan, due May 1st.
Bellerophon (Blue Funnel line), due May 16th.
Bowen Castle (Barber line), Dodwell & Co., agents, from New York, due May 15th.

Edmore (Admiral line), from Shanghai, due May 2nd.
Hector (Blue Funnel), due April 30th.
Hainan (Blue Funnel), due May 1st.
Hakata Maru (N.Y.K.), from Japan, due May 2nd.
Kaga Maru (N.Y.K.), from London, due May 2nd.

Kirin Maru (N.Y.K.), from Calcutta, due May 10th.
Marathon (Blue Funnel), due May 6th.
Mongolian Prince, from Shanghai, due April 30th, at daylight.
Persia Maru (T.K.K.), due May 8th.
Shidzuka Maru (N.Y.K.), due May 12th.
Wenatchee (Admiral line), due May 1st.

AN ADDITION TO THE INDO-CHINA FLEET.

An addition to the fleet of the Indo-China Steam Navigation Company, Ltd., in the s.s. *Yamato*. The s.s. *Yamato* is a standard ship built by the Shanghai Dock and Engineering Company. She was sold to Greek owners last year. She has now been re-sold by the Greek owners to the Indo-China Steam Navigation Company. She is a five-thousand-ton freighter.

C.P.O.S.

SAILINGS

HONGKONG TO VANCOUVER

via Shanghai, Nagasaki, (Sfory), Kobe & Yokohama

from Hongkong to Vancouver

Steamers

Steamers	May 17	June 7
EMPEROR OF JAPAN	May 17	June 7
EMPEROR OF ASIA	May 26	June 13
EMPEROR OF RUSSIA	June 14	June 11
EMPEROR OF JAPAN	June 23	July 11
EMPEROR OF ASIA	July 7	July 23
EMPEROR OF RUSSIA	July 21	Aug. 8
EMPEROR OF JAPAN	Aug. 18	Sept. 5
EMPEROR OF ASIA	Aug. 23	Sept. 10
EMPEROR OF RUSSIA	Sept. 20	Oct. 11

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are so congested as to make it impossible to guarantee a berth on any of the ships. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal to Liverpool, London & Glasgow. Passengers enquiring about all such reservations will be pleased to receive them.

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TENYO MARU	12,000	June 21st
KOREA MARU	12,000	July 1st
SHINYO MARU	12,000	July 15th

† Calling at Dairen instead of Nagasaki. ‡ Omitting Shanghai.

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Thence by Trans-Andean Route to Buenos Aires

Steamers	Tons	Leave Hongkong
SEIYO MARU	14,000	May 15th
RAKUYO MARU	17,500	June 10th
CHUYO MARU	17,500	July 11th

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LONDON, ROTTERDAM & HAMBURG
S.S. "KASENGA" ... 5th May.
LONDON, ROTTERDAM & HAMBURG
S.S. "KATUNA" ... 25th May.

Subject to change without notice

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Sailings from Hongkong.

BOSTON & NEW YORK S.S. "CITY OF DUNKIRK" ... 30th April
— do — S.S. "KNIGHT COMPANION" ... 18th May
— do — S.S. "CITY OF SHANGHAI" ... 5th JuneSteamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. REISS & CO., CANTON.C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
WU'WEI, C'FOO, N'CHWANG & T'SIN	"HUICHOW" ...	On 30th April, 4 P.M.
SHANGHAI & T'UNGTAO	"CHENAN" ...	On 1st May, 10 A.M.
SWATOW & SINGAPORE	"CHANGCHOW" ...	On 2nd May, 10 A.M.
SWATOW & BANGKOK	"KANCHOW" ...	On 3rd May, 10 A.M.
AMOY, SHANGHAI & FUKOW	"SUNGLANG" ...	On 3rd May, Noon
SHANGHAI	"SUNNING" ...	On 5th May, Noon
SHANGHAI & T'UNGTAO	"YINGCHOW" ...	On 7th May, 4 P.M.
HONGKONG, PAKHOI & H'PHONG	"KAIKONG" ...	On 8th May, 10 A.M.
AMOY, SHANGHAI & FUKOW	"SHANTUNG" ...	On 10th May, Noon

SHANGHAI LINE—PASSENGER, MAILS AND CARGO.
Excellent Saloon accommodation. Ample Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and T'ungtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wooning.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"TAICHING" ... Capt. A. H. Stewart SATURDAY, April, 30th, at 3 P.M.
"HAILONG" ... Capt. W. Cooper TUESDAY, May, 3rd, at 12 Noon.
"MAIHONG" ... Capt. W. O. Passmore FRIDAY, May, 6th, at 12 Noon.
Calling at Swatow for Passengers Only.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.P. & O. - British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"SOUDAN"	7,000	1st May 11 A.M.	Marseilles, London & Antwerp
"DILWARA"	6,375	10th May	Singapore, Colombo & Bombay
"NAGOYA"	7,000	13th May	Marseilles, London & Antwerp
"PLASSY"	7,345	11th June	do.
"DELTA"	8,000	24th June	do.

BRITISH INDIA - APCAR SAILINGS (South)

"TAKADA" 7,000 9th May Calcutta via S'pore, P'ang & R'go.

EASTERN & AUSTRALIAN SAILINGS (South)

"KANOWNA"	7,000	6th May	Sandakan, Thursday Island
"ST. ALBANS"	5,000	25th May	Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"JAPAN"	6,000	28th Apr. 9 A.M.	Amoy, Shanghai & Kobe.
"PLASSY"	7,345	24th May	Shanghai only.
"ST. ALBANS"	5,000	7th May	Japan direct.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 3½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GOSWAMI & DOWDALL, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after this goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO., Agents.

22, Des Voeux Road Central, HONGKONG.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
"ATLAS MARU" ... Saturday, 14th May.
BUENOS AIRES-RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.
"CHICAGO MARU" ... Sunday, 15th May.
BOMBAY & COLOMBO—Regular fortnightly service via Singapore.
"GANGES MARU" ... Saturday, 30th April.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly service.
"SHISEI MARU" ... Sunday, 1st May.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.
VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Japan—Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.
"AFRICA MARU" ... Thursday, 26th May.

NEW YORK via SUEZ—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.
"SUMATRA MARU" ... Tuesday, 31st May.

NEW ORLEANS LINE via SUEZ.
"SUMATRA MARU" ... Tuesday, 31st May.

JAPAN PORTS—Shanghai, Moji, Kobe & Yokohama.
KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.
"KAJO MARU" ... Sunday, 1st May.

TAKAO via SWATOW & AMOY.
"BUCHO MARU" ... Thursday, 4th May.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

No. 1, Queen's Building.

Tel. Nos. 744 & 745.

AUSTRALIAN ORIENTAL LINE.

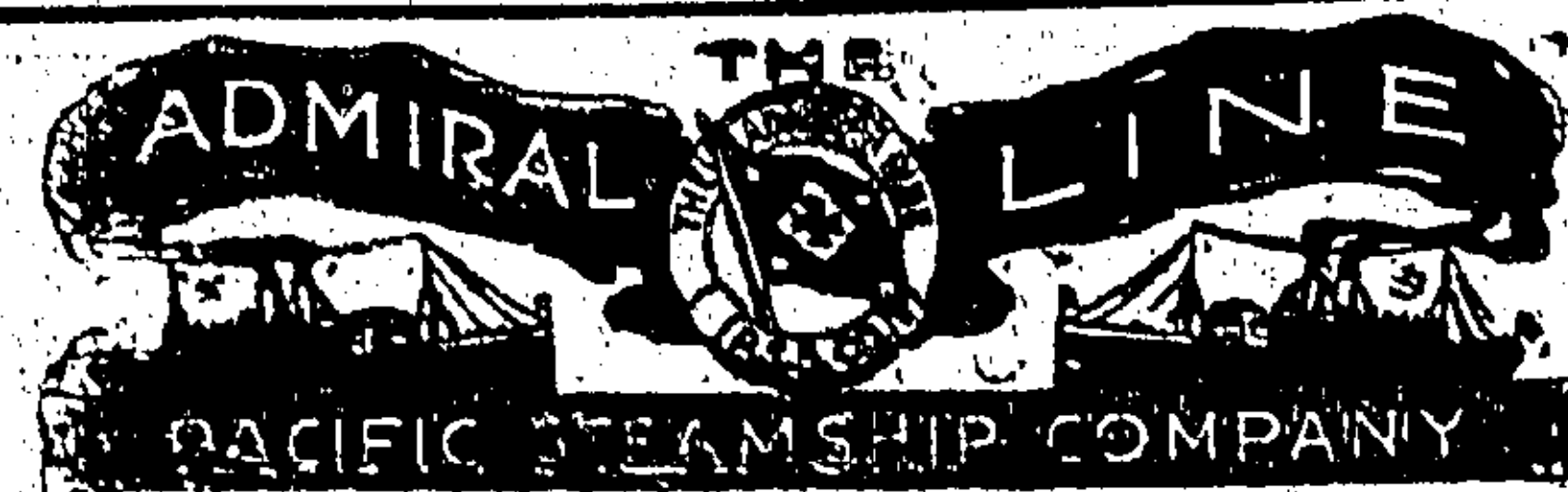
HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamers Arr. Hongkong from Australia. Lv. Hongkong for Australia.

Hampden Steamer to Australia.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australia, New Zealand & Transvaal Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE, Agents.



PASSENGER AND FREIGHT SERVICE.

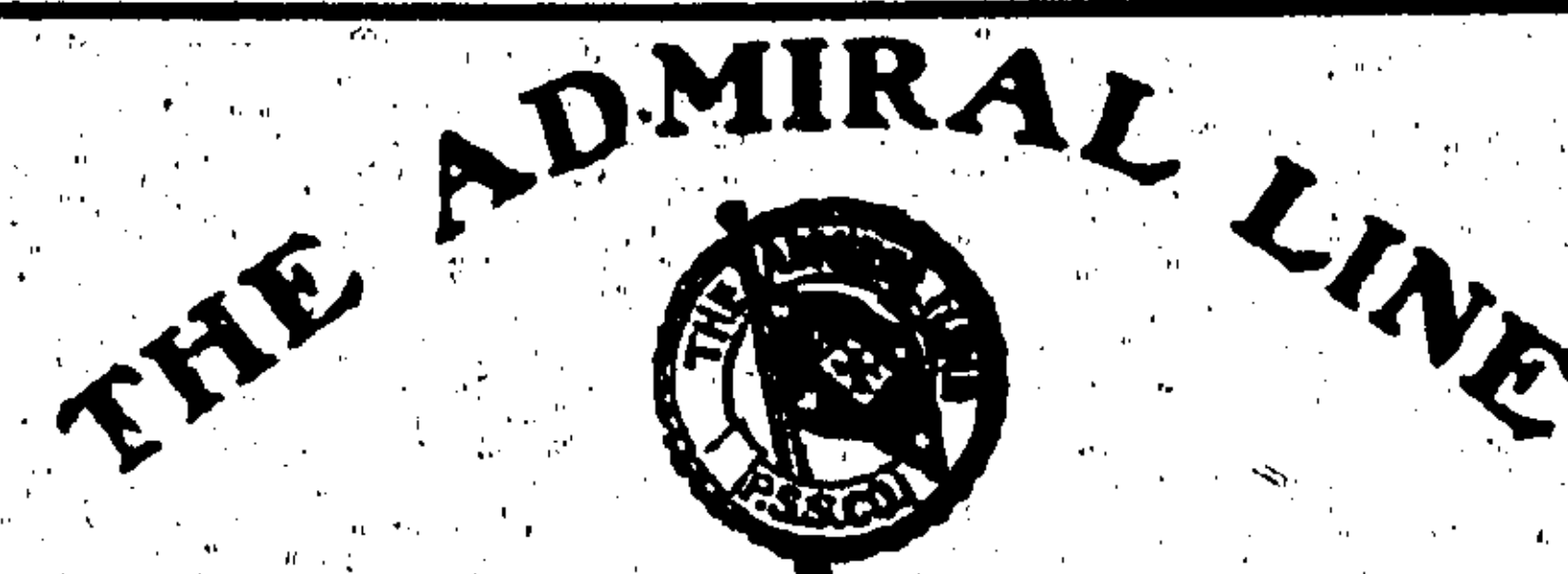
Operating the following U.S. Shipping Board Steamers
For MANILA ... Sailing May 3rd.
For VICTORIA, VANCOUVER, SEATTLE
(Calling Shanghai & Japan Ports).
From Hongkong ... Arrive Seattle
S.S. "CROSSKEYS" Freight only April 19th May 31st
S.S. "WENATCHEE" ... May 14th June 3rd
S.S. "EDMORE" Freight only May 24th July 10th
S.S. "WENATCHEE" ... July 25th Aug. 16th
S.S. "KEYSTONE STATE" ... Aug. 3rd Sept. 12th
For MANILA ... Sailing May 23rd
S.S. "ABERCOS" ...

FOR PORTLAND DIRECT

(Calling Kobe & Yokohama).
S.S. "MONTAGUE" Freight only April 28th June 4th
S.S. "ABERCOS" calling at Shanghai & Japan Ports Sailing June 2nd.
Through bills of Lading issued to Overland Consignees point.
Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephones 2472 & 2478. 5th Floor, Hotel Mansions. [71]



REGULAR SERVICE

To & From
SAIGON-SINGAPORE-SUMATRA
JAVA PORTS.
OPERATING THE FOLLOWING U.S.S.B. STEAMERS
LAKE FARRAR ... May 2nd.
LAKE ONAWA ... May 18th.

Through bills of lading issued to all United States, Pacific Coast and Overland Points.

For full Particulars and Rates, Apply to—

THE ADMIRAL LINE,
5th Floor, HOTEL MANSIONS BUILDING.
Tel. Add.: ADMIRALINE. Telephone 2477 & 2478.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "WYTHEVILLE" ... to NEW YORK ... May 4th.
S.S. "WYNAH" ... to NEW YORK ... June 2nd.

For freight space and particulars apply to—

BARBER STEAMSHIP
LINES, INC..

THE ADMIRAL LINE,

Telephones 2477 & 2478. AGENTS. 5th Floor HOTEL MANSIONS. [178]

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES
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SHANGHAI, KOBE & YOKOHAMA ...
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ ... "AMAZON" ... 11,000 ... On or about 10th May

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER, Acting Agent, Queen's Building, Telephone 740.

CHINA-AUSTRALIA MAIL S.S. LINE.

For AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

"VICTORIA" May 3rd.
"HWAH PING" May 13th.

For Freight and Passage, apply to—

THE CHINA & AUSTRALIA S.S. CO., LTD.
Agents, 113, Cross Street, Central.
Tel. 3307.

